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and I do not think he ever
there were 6 or 7 days, I think.
He will take in millions of pounds
one of them.

Jan, 1880

HAZARD'S
UNITED STATES
COMMERCIAL AND STATISTICAL
REGISTER,

CONTAINING
DOCUMENTS, FACTS, AND OTHER USEFUL INFORMATION,
ILLUSTRATIVE OF THE
HISTORY AND RESOURCES
OF
THE AMERICAN UNION, AND OF EACH STATE:

EMBRACING
COMMERCE—MANUFACTURES—AGRICULTURE—INTERNAL IMPROVEMENTS
BANKS—CURRENCY—FINANCES—EDUCATION, &c. &c.

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N. B. Upon consulting the preceding Index, it is possible from the multiplicity of references, some errors in the figures may be discovered—but as the same subject is generally arranged under two or three views, by examining some other head, the article sought may be found. We have endeavoured, at much labour, to make the Index full and satisfactory.

UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I.

WEDNESDAY, FEBRUARY 13, 1839.

No. 1.

☞ The following prospectus was submitted to, and received the approbation of, several intelligent merchants of this city, previously to the commercial embarrassments of the country, which rendered it expedient to defer the commencement of the work until they should disappear, as we hope is now the fact.

PROSPECTUS.

The subscriber, induced, by a consideration of the importance of the commerce of the United States, and the very large and respectable portion of the population engaged in it, to believe, that a periodical devoted, entirely, to the interests of merchants, would meet with encouragement, has concluded to offer, for their patronage, the following prospectus of a Weekly Journal, to be entitled

THE UNITED STATES COMMERCIAL AND STATISTICAL REGISTER.

Among all the well conducted "Prices Current," and other vehicles of intelligence, relating to passing events, there is no publication to which the merchant or statesman can refer, for that permanent kind of information respecting the commerce of the United States, which is often of importance to persons engaged in mercantile pursuits. Such a desideratum it is the object of the proposed publication to supply—by furnishing, in a convenient form, a repository of documents, facts, and statistical information, of every kind, connected with commerce. It will also serve as a channel for communicating the views of mercantile men on points of national policy, which persons engaged in commerce are most competent to understand and estimate. Enlarged views of the rise, progress, and present condition of commerce, in connexion with its collateral subjects, will be furnished, which, while they are useful to the merchant of the present period, will prove instructive to those whom he is qualifying to succeed him. The work will also embrace a considerable amount of information in regard to the colonial and revolutionary history, in which (especially the latter) the American merchants enacted so conspicuous and important a part.

The establishment of Mercantile Libraries, and other commercial associations, is indicative of a disposition to obtain and disseminate information, especially among the juvenile portion of our citizens engaged in commercial pursuits, and encourages a hope that the publication now offered, will also merit and receive a share of public favour.

The following outline of the plan of the work will exhibit its general nature.

1. Statistical Tables of the foreign commerce and navigation of the United States, and of each state, furnishing

in considerable detail, comparative views of their past and present condition.

2. Documents and facts in relation to the early history of the commerce of the United States, especially, those tending to illustrate its important influence in effecting the independence of the country.

3. Statistical tables of internal commerce, by means of canals, rail-roads, and steamboats—also reports embracing the rise, progress, and present state of internal improvements. The coal trade will receive special attention.

4. Commercial Treaties between the United States and other countries.

5. Reports to, and acts of, Congress, and the state legislatures; as well as of the public departments, in relation to commerce.

6. Important Judicial decisions of cases establishing commercial principles and practice.

7. Account of moneys, weights, measures, and exchanges of different countries. Also, operations of the mint and condition of the currency in the United States.

8. A description of the most important articles of merchandize, with some account of the countries which produce them, and of the mode and extent of their culture or manufacture, especially in the United States.

9. An account of the various Banks and Insurance companies of the United States, exhibiting their capitals, dividends and periodical statements.

10. An account of the principal Exchange and other commercial associations or institutions.

11. Modes of transacting business with different countries, embracing commissions, allowances, port charges, &c.

12. Naval record of remarkable circumstances and facts attending merchant vessels; also of improvements in their construction, and in the general principles of navigation.

13. Notices of the navy of the United States, as connected with the honour of the country and the protection of its commerce.

14. Well written original and selected essays or papers on commercial subjects, and temperate discussions of national questions affecting the commercial interests of the United States.

15. Biographical and obituary notices of eminent merchants.

16. Miscellaneous information, calculated to be useful or instructive to merchants.

17. Financial operations and condition of the United States, and of the different states; and also their general statistics.

18. Occasional and comparative sales of Stocks.

19. Statistics of manufactures and agriculture as connected with commerce.

VOL. I.—1

CONDITIONS.

The work shall be printed weekly—upon an Imperial sheet, of good quality, in octavo form; and each number to contain 16 pages—forming two volumes per annum—each volume to be accompanied by an Index.

The price to subscribers will be Five Dollars per annum, payable at the termination of the first volume, and afterwards on the first of January of each year. No subscriptions for less than a year. Subscribers out of the principal cities to pay in advance.

The work will be commenced as soon as a number of subscribers sufficient to justify the publication shall have been obtained—the Editor reserving the privilege of furnishing at his leisure, as many extra numbers prior to the first of July next, as will, with the regular numbers, complete the twenty-six numbers of the First volume.

It will be delivered to subscribers in the city, and deposited in the post office for those at a distance, (unless otherwise ordered,) as soon as possible after publication.

N. B. The present number is intended as a specimen of the size and appearance, and in some measure, (as far as a single number can show it) of the nature of the work—and is now forwarded to merchants and others throughout the United States, with a respectful request that they will patronize it. Gentlemen who receive this number and intend to subscribe, will please to retain it as the first number should the work proceed, and inform the subscriber of their intention—free of postage.

It is perhaps proper to say to persons not residing in the city, that the subscriber has been regularly educated, and for many years pursued business, as a merchant—and that he has also had considerable experience in conducting a statistical work as Editor of the Register of Pennsylvania, for eight years.—The plan of which work will be in general pursued in this.

SAMUEL HAZARD,
No. 79 Dock Street.

Philadelphia,

NUMBER OF MERCHANTS IN THE UNITED STATES.

Desirous of ascertaining the number of persons engaged in commerce, we had recourse to the census of 1820; the only return which has ever been made, showing the general occupations of the citizens. There is some uncertainty whether that return included only the principals engaged in any one pursuit, or extended to all employed. From this return, however, the following table has been constructed; and in ascertaining the proportions, we have embraced all the white population over 16 years of age.

TABLE. Showing the "Number of Persons actually engaged in Commerce," in each State, according to the Census of 1820. Also their relative proportion to the white male population of each State, respectively, over 16 years of age; and likewise to the whole number of persons engaged in Commerce in the United States. Also of the principal Town or City of each State.

NAMES OF STATES.	No. in each State engaged in commerce, in 1820.	Proportion to the whole male population over 16 years of age, in each State.	Proportion in the whole U. States.	Principal commercial town or district in each state.	No. of commercial persons in each town or city.	Proportion to whole male population over 16 years in each city.
Maine,	4,297	1 in 17	1 in 17	Portland,	374	1 to 6
New Hampshire,	1,069	1 60	1 63	Portsmouth,	442	1 4
Massachusetts,	13,301	1 11	1 5	Boston,*	2492	1 4
Rhode Island,	1,162	1 18	1 62	Providence,†	422	1 7
Connecticut,	3,581	1 20	1 20	New Haven,‡	321	1 6
Vermont,	776	1 80	1 93	Windsor,	156	1 66
New York,	9,113	1 38	1 8	New York City and Co.,	3142	1 10
New Jersey,	1,830	1 36	1 38	Newark,	104	1 16
Pennsylvania,	7,083	1 37	1 10	Philadelphia,§	3609	1 8
Delaware,	533	1 27	1 136	Christiana Hundred,	112	1 17
Maryland,	4,771	1 15	1 15	Baltimore,	2389	1 5
Virginia,	4,509	1 34	1 16	Richmond,§	539	1 4
North Carolina,	2,551	1 39	1 28	Currituck County,¶	302	1 5
South Carolina,	2,588	1 23	1 28	Charleston,	1138	1 3
Georgia,	2,139	1 23	1 34	Savannah,	590	1 2½
Alabama,	452	1 42	1 160	Mobile County,	96	1 8
Mississippi,	294	1 41	1 246	Natchez,	97	1 7
Louisiana,	6,251	1 4	1 12	New Orleans,	4574	1 1½
Tennessee,	882	1 87	1 82	Nashville, D. Co.	141	1 23
Kentucky,	1,617	1 64	1 44	Lexington,**	169	1 7
Ohio,	1,459	1 98	1 49	Cincinnati,	313	1 9
Indiana,	429	1 84	1 169	No town designated.		
Illinois,	233	1 63	1 310	Do. do.		
Missouri,	495	1 33	1 146	St. Louis,	232	1 13
Michigan,	392	1 9	1 185	Detroit,††	38	1 19
Arkansas,	79	1 45	1 916	No town designated,		
District of Columbia,	512	1 13	1 141	Alexandria,	331	1 4
Whole Number,	72,397	1 to 28				

* Marblehead, 1075; 1 to 1½. Salem, 734; 1 to 4.
Nantucket, 809; 1 to 2. N. Bedford, 317; 1 to 2½.
† Newport, 107; 1 to 18. ‡ Hartford, 219; 1 to 6.
§ Pittsburgh, 134; 1 to 14.

§ Norfolk, 149; 1 to 8. Petersburg, 196; 1 to 6.
¶ No ports specified.
** Louisville, 138; 1 to 10.
†† County of Michillimackinack, 244; 1 to 2.

From the preceding Table we discover several interesting facts—

1. The whole number of persons engaged in commerce in the United States, in 1820, was 72,397—being in the proportion of 1 to every 28 of the white male population over 16 years of age.

2. The greatest number of commercial persons then resided in Massachusetts, although the largest proportion to the white population was to be found in Louisiana, being in the former state 1 to 11, and in the latter 1 to 4. Yet, taking the relative proportions in each state to the whole number in the United States engaged in commerce, the proportions of these two states are nearly reversed—being in Massachusetts 1 to 5, and in Louisiana 1 to 12; still leaving Massachusetts first as to number and relative proportion, to the whole. Boston, (and indeed every other city) must yield to New Orleans, there being 1 to 1½ in the latter, and 1 to 4 in the former city in proportion to white male population of each over 16 years of age. Marblehead, however, bears precisely the same proportion to population as does New Orleans—and so also does Nantucket, nearly.

3. New York (state), next to Massachusetts, contained the largest number of persons engaged in commerce, although the proportion to population is considerably less than that of many of the other states, being only 1 to 38. In proportion, however, to the whole number in the United States, she was next to Massachusetts, 1 to 8.

4. Pennsylvania, as to number, held the third rank—in proportion to population was rather greater than New York, though in proportion to the whole in the United States she was rather less, say 1 in 10.

5. In Maryland, the proportion to the population was 1 to 15, being greater than either New York or Pennsylvania, and with regard to the whole in the United States the proportion is exactly the same with that of the population, say 1 to 15.

A reference to the table will exhibit at a view, the relative rank of the other states, both with regard to population and the whole number engaged in commerce in the United States.

6. We likewise discover from the table, the same facts respecting the different chief towns or cities of each state—of these, as to number engaged in commerce, New Orleans held the first, Philadelphia the second, New York the third, Boston the fourth, and Baltimore the fifth rank. In proportion to population they stood in the following order—New Orleans, Savannah, Charleston; Boston, Portsmouth, Richmond, and Alexandria; Baltimore, Portland, Natchez, and Lexington; Philadelphia and Mobile; Cincinnati, New York.

It is to be regretted, that information on this subject was not obtained when taking the census of 1830, that a comparison might have been made of the increase or decrease in different places during those ten years—which, no doubt, would have exhibited, with regard to some places, a very different result. We hope it will be attended to in the census of 1840.

Of the relative amount of business in each state, as ascertained by the imports and exports, we shall, in the progress of the work, be able to make a more satisfactory exhibit. For the present, the following statement must suffice, showing the relative amount exported in 1820, and imported in 1821, by each person then engaged in commerce in each of the following states, according to the number so engaged.

Amount exported by each person in 1820.	Amount imported in 1821.
South Carolina, \$3432	New York, \$2592
Georgia, 3083	South Carolina, 1179
New York, 1444	Pennsylvania, 1152
Maryland, 1385	Massachusetts, 1114
Louisiana, 1215	Maryland, 853
Virginia, 1011	Louisiana, 541
Massachusetts, 828	Georgia, 469
Pennsylvania, 811	Virginia, 239

From the American Daily Advertiser.

THE ALLIANCE FRIGATE.

Mr. Poulson—In answer to the inquiries of your correspondent "W," I beg leave to state, that in 1785, Captain Benjamin Eyre bought the frigate Alliance, kept her a short time, and sold her to Robert Morris, who fitted her out, (Col. Eyre repairing her hull) and she sailed for Norfolk, Va. to load with tobacco in 1786—was loaded, and sailed thence for Bordeaux, performed the voyage, and returned in March or April, 1787—sailed for Canton in June same year, performed the voyage, and arrived at Philadelphia in September, 1788.

Both these voyages she was commanded by Captain Reed, and the last voyage the late Commodore Dale was first mate; Mr. George Harrison, late Navy Agent, supercargo, and I was carpenter of her. In the spring of 1789, she sailed for Cadiz with a cargo of flour, commanded by Captain Kitta—performed the voyage, and returned, I think, in the fall of that year, and was laid up; and in the spring of 1790 was sold, broken up, and laid where her remains now are. J. L.

Mr. Poulson—In your paper of Saturday I noticed a short account of the American Frigate Alliance,—on referring to my private journal I find the following sketch from the pen of Commodore Barron, which I was permitted to copy in 1831. If of moment you can use it.

Your obedient servant,

C. C. B.,
U. S. N.

January 13, 1839.

"The Continental frigate Alliance was built at Salisbury, on the river Merrimack, in Mass. The Alliance with France in 1778, induced our government to give her that name. When the Trumbull frigate was captured in 1781, the Alliance and Dean frigates composed our whole naval force of that class of ships. She was commanded by many of our most distinguished officers, Barry, Jones, Nicholson, and others. Commodore Dale served in her as first Lieutenant under Jones. While convoying the sloop of war —, Captain Green, from Havanna, having on board the money which founded the Bank of North America, she was chased by a 74 and a large class sloop of war. The 74 and our sloop sailed alike, but the English sloop was far superior to either, and no doubt would have overtaken and captured Captain Green's vessel had it not been for the masterly manoeuvres of Commodore Barry, who compelled her to sheer off by occasional engagements, thus preserving the money which contributed so much to the happy termination of our war with England.

At the close of the war the Alliance was bought by Robert Morris. Captain Green with Dale as chief mate, made the first voyage ever attempted from Philadelphia to China. In the Indian Ocean they met a small Yankee schooner, hailing "from Salem." Captain Green asked what charts they had, and to his astonishment received for answer "none," but we've got Guthrie's Grammar.

The voyage was performed out of season, and is believed to have been the first ever made outside of New Holland. Commodore Barry, while commanding the Alliance, was chased by the Chatain 25, from off the capes of Delaware; it was said on this occasion the ship went 15 knots, and run down the English sloop of war Speedwell, while attempting to prevent her escape. After many wonderful escapes from the enemy and long and perilous voyages, the Alliance died a natural death in the port of Philadelphia.

COLONIAL TRADE WITH GREAT BRITAIN.

The following Table, compiled from Witworth's "Trade of Great Britain," Macpherson's "Annals of Commerce," and Anderson's "History of Commerce," exhibits an interesting view of the trade between the American Colonies, and the mother country from 1697 to 1776, which in fact, formed almost the only commerce of this country, prior to the revolution.

TRADE BETWEEN GREAT BRITAIN AND THE AMERICAN COLONIES, FROM 1697 TO 1776:
Showing the exports from and imports into the then Colonies.

	New England.		New York.		Pennsylvania.		Virg. & Maryland.		Carolina.		Georgia.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	£	£	£	£	£	£	£	£	£	£	£	£
1697	26,282	68,468	10,093	4,579	3,347	2,997	227,756	58,796	12,374	5,289		
1698	31,254	93,517	8,763	25,279	2,720	10,704	174,053	310,135	9,265	18,462		
1699	26,660	127,279	16,818	42,792	1,477	17,064	198,116	205,078	12,372	11,401		
1700	41,486	91,918	17,567	49,410	4,608	18,529	317,302	173,481	14,058	11,003		
1701	32,656	86,322	18,947	31,910	5,220	12,003	235,738	199,683	16,973	13,908		
1702	37,026	64,625	7,965	29,991	4,145	9,342	274,782	72,391	11,270	10,460		
1703	33,539	59,608	7,471	17,562	5,100	9,899	144,928	196,713	13,197	12,428		
1704	30,823	74,896	10,540	22,294	2,430	11,819	264,112	60,458	14,067	6,621		
1705	22,793	62,504	7,393	27,902	1,309	7,206	116,768	174,322	2,698	19,788		
1706	22,210	57,050	2,849	31,588	4,210	11,037	149,152	58,016	8,652	4,001		
1707	38,793	120,631	14,283	29,855	786	14,365	207,625	237,901	23,311	10,492		
1708	49,635	115,505	10,847	26,899	2,120	6,723	213,493	79,061	10,340	11,996		
1709	29,559	120,349	12,259	34,577	617	5,681	261,668	80,268	20,431	28,521		
1710	31,112	106,338	8,203	31,475	1,277	8,594	188,429	127,639	20,793	19,613		
1711	26,415	137,421	12,193	28,856	38	19,408	273,181	91,535	12,671	20,406		
1712	24,699	128,105	12,466	18,524	1,471	8,464	297,941	134,583	29,594	20,015		
1713	49,904	120,778	14,428	46,470	178	17,037	206,263	76,364	32,449	23,967		
1714	51,541	121,288	29,810	44,643	2,663	14,927	280,470	128,873	31,290	23,712		
1715	66,555	164,650	21,316	54,629	5,461	17,182	174,756	199,274	29,158	16,631		
1716	69,595	121,156	21,971	52,173	5,193	21,842	281,343	179,599	46,287	27,272		
1717	58,898	132,001	24,534	44,140	4,499	22,505	296,884	215,962	41,275	25,058		
1718	61,591	131,885	27,331	62,966	5,588	22,716	316,576	191,925	46,385	15,841		
1719	54,452	125,317	19,596	56,355	6,564	27,068	332,069	164,630	50,373	19,630		
1720	49,206	128,769	16,836	37,397	7,928	24,531	331,482	110,717	62,736	18,290		
1721	50,483	114,524	15,681	50,754	8,037	21,548	357,812	127,376	61,858	17,703		
1722	47,955	133,722	20,118	57,478	6,882	26,397	283,091	172,764	79,650	34,374		
1723	59,339	176,486	27,992	53,013	8,332	15,992	287,997	123,833	78,103	42,246		
1724	69,585	168,507	21,191	63,020	4,057	30,324	277,344	161,894	90,504	57,839		
1725	72,021	201,768	24,976	70,650	11,981	42,209	214,730	195,884	91,942	39,182		
1726	63,816	200,882	38,307	84,866	5,960	57,634	324,767	185,981	93,453	43,934		
1727	75,052	187,277	31,617	67,452	12,823	31,979	421,588	192,965	96,055	23,254		
1728	64,689	194,590	21,141	81,634	15,230	37,478	418,089	171,092	91,175	33,067		
1729	52,512	161,102	15,833	64,760	7,434	29,799	386,174	108,931	113,329	58,366		
1730	54,701	208,196	8,740	64,356	10,582	48,592	346,823	150,931	151,739	64,785		
1731	49,408	183,467	20,756	66,116	12,786	44,260	408,502	171,278	159,771	71,145		
1732	64,095	216,600	9,411	65,540	8,524	41,698	310,799	148,389	126,207	58,298		828
1733	61,983	184,570	11,626	65,417	14,776	40,565	403,198	186,177	177,845	70,466	203	1,695
1734	82,252	146,460	15,307	81,758	20,217	54,392	373,090	172,086	120,466	99,638	18	1,921
1735	72,899	189,125	14,155	80,405	21,919	48,824	394,995	220,381	145,848	117,857	3,010	12,112
1736	66,788	222,158	17,944	86,000	20,786	61,513	380,163	204,794	214,082	101,147		2,012
1737	63,347	225,923	16,833	125,835	15,198	56,690	492,246	211,301	187,758	58,986		5,701
1738	59,116	203,323	16,228	133,438	11,918	61,450	391,814	258,860	141,119	87,793	17	6,496
1739	46,604	220,378	18,459	106,070	8,134	54,452	444,654	217,300	236,192	94,445	233	3,324
1740	72,389	171,081	21,498	118,777	15,048	56,751	341,997	281,428	265,560	181,821	924	3,524
1741	60,052	198,147	21,142	140,430	17,158	91,010	577,109	248,582	286,830	224,270		2,553
1742	53,166	148,899	13,536	167,591	8,527	76,295	427,769	264,186	154,607	127,063	1,622	17,018
1743	63,185	172,461	15,067	134,487	9,596	79,340	557,821	328,195	235,136	111,499	2	2,291
1744	50,248	143,982	14,527	119,920	7,446	62,214	402,709	234,855	192,594	79,141		769
1745	38,948	140,463	14,083	54,957	10,130	54,280	399,423	197,799	91,847	86,815		939
1746	38,612	209,177	8,841	86,712	15,779	73,699	419,371	282,545	76,897	102,809		984
1747	41,771	210,640	14,992	137,984	3,832	82,404	492,619	200,088	107,500	95,529		24
1748	29,748	197,682	12,358	143,311	12,563	76,330	494,852	252,624	167,305	160,172		1,314
1749	39,999	238,286	23,413	265,773	14,944	238,637	434,618	323,600	120,499	164,085	51	5
1750	48,455	343,659	35,632	267,130	28,191	217,713	508,939	349,419	191,607	184,037	1,942	2,125
1751	63,287	305,974	42,363	248,941	23,870	190,917	460,086	347,027	245,491	188,244	355	2,065
1752	74,313	273,340	40,648	194,030	29,978	201,666	569,453	325,151	288,264	150,777	1,526	3,163
1753	83,393	345,523	40,553	277,864	38,527	245,644	632,575	356,776	164,634	213,009	3,057	14,128
1754	66,538	329,433	26,663	127,497	30,649	244,647	573,435	323,513	307,238	149,215	3,236	1,974
1755	59,533	341,796	28,055	151,071	32,336	144,456	489,668	285,157	325,525	187,887	4,437	2,630
1756	47,359	384,371	24,073	250,425	20,091	230,169	337,759	334,897	222,915	181,780	7,155	536
1757	27,556	363,404	19,168	353,311	14,190	168,426	418,881	426,687	130,889	213,949		2,571
1758	30,204	465,694	14,260	356,555	21,383	260,963	454,362	438,471	150,511	181,002		10,212
1759	25,985	527,067	21,684	630,785	22,404	498,161	357,228	459,007	206,534	215,255	6,074	15,178
1760	37,802	599,647	21,125	480,106	22,754	707,998	604,451	605,882	162,769	218,131	12,198	
1761	46,235	334,225	48,648	289,570	39,170	204,067	455,083	545,350	253,002	254,587	5,764	24,279
1762	41,733	247,385	58,882	288,046	38,091	206,199	415,709	418,599	181,695	194,170	6,522	23,761
1763	74,815	258,854	53,998	238,560	38,228	284,162	642,294	555,391	282,366	250,132	14,469	44,908
1764	88,157	459,765	53,697	515,416	36,258	436,191	559,508	515,192	341,727	305,808	31,325	18,538
1765	145,819	451,299	54,959	382,349	25,148	363,368	505,671	383,224	385,918	334,709	34,183	29,165

TABLE—CONTINUED.

	New England.		New York.		Pennsylvania.		Virg. & Maryland.		Carolina.		Georgia.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	£	£	£	£	£	£	£	£	£	£	£	£
1766	141,733	409,642	67,020	330,829	26,851	327,314	461,693	372,548	293,587	296,732	53,074	67,268
1767	128,207	406,081	61,422	417,957	37,641	371,830	437,926	437,628	393,027	244,093	35,856	23,334
1768	148,375	419,797	87,115	482,930	59,406	432,107	406,048	475,984	508,108	289,868	42,402	56,562
1769	129,353	207,993	73,466	74,918	26,111	199,906	361,892	488,362	387,114	306,600	82,270	58,340
1770	148,011	394,451	69,882	475,991	28,109	134,881	435,094	717,782	278,907	146,273	55,532	56,193
1771	150,381	1,420,119	95,875	653,621	31,615	728,744	577,848	920,326	420,311	409,169	63,810	70,493
1772	126,265	824,830	82,707	343,970	29,133	507,909	528,404	793,910	425,923	449,610	66,083	92,406
1773	124,624	527,055	76,246	289,214	36,652	426,448	589,803	328,904	456,513	344,859	85,391	62,932
1774	112,248	562,476	80,008	437,937	69,611	625,652	612,030	528,738	432,302	378,116	67,647	57,518
1775	116,588	71,625	187,018	1,238	176,962	1,386	758,356	1,921	579,349	6,245	103,477	115,777
1776	762	55,050	2,318		1,421	365	73,226		13,668		12,569	

We have great pleasure, in being permitted by the politeness of the author, to present in the initial number of this work, the very interesting Lecture delivered before the "Athenian Institute," and "Mercantile Library," on Tuesday evening, January 29th, 1839. This discourse is peculiarly appropriate, and forms an excellent introduction to our plan—furnishing, as it does, a general outline of the early history and extended effects of commerce; and giving a satisfactory and able exposition of the subject, we cordially commend it to our readers.

ON THE "INFLUENCE OF COMMERCE."

BY WILLIAM RAWLE, Esq.

That pursuit, which more than any other, enters into the social relations of men, must necessarily exercise a paramount influence over their actions and condition. In an extended sense, this pre-eminent distinction belongs to commerce. In the first stages of civilized life, that which the industry of one man produces beyond his own immediate wants, is exchanged for what can be spared from the superabundant possessions of another; and these mutual demands and supplies running through the whole association, a general commerce, in its simplest elements and rudest forms, is established within the limits of the community. And, if in the earlier stages of human society commerce be a general pursuit, in its most advanced and polished condition, in which wealth and luxury have multiplied artificial wants in endless variety, it may, perhaps, without a misapplication of the term, be pronounced universal. From the very constitution of social life, we are surrounded by a commercial atmosphere, which all must breathe or die. The labourer, the agriculturist, the man of wealth, the mechanic, the artist, the physician, the lawyer, the man of science, and even the poet, without bearing the name of merchants, are engaged in perpetual traffic with each other, by the mutual interchange of those commodities, which each has at his disposal; and if the clergyman, in the exercise of his exalted functions, cannot properly be brought within the commercial circle, it is because his fellow men have nothing to offer in return, which can be deemed an equivalent for that which they receive from him. He, who when faithful to his calling, is,

"To us, the imagined voice of God himself;
The very opener and intelligencer
Between the grace, the sanctities of Heaven,
And our dull workings,"—

fills an office too pure and holy, to be ranked with those whose concerns are even with the best pursuits of the world.

But, although this general view of the subject, would furnish a fruitful theme for reflection and remark, it is the influence of commerce, in its more restricted sense and

ordinary acceptance, that will form the subject of the present discourse.

To refer to the earliest periods at which commerce began to exercise a controlling influence upon the condition of the human race, would carry us back to those times of remote antiquity, when the light of history is lost in the cloud of fable. Foreign commerce, must have been coeval with the existence of separate and independent nations. It would be a fruitless effort, therefore, to attempt to explore its origin; but it may not be inappropriate hastily to glance at some of those countries which have been earliest celebrated in the authentic annals of the world.

The position of Arabia, whose shores are washed by the Red Sea, the Persian Gulf, and the Indian Ocean, and whose borders approach the Mediterranean, offered too many temptations to commercial enterprise, to be long neglected; and the inhabitants of this favoured land were probably among the first, who prosecuted voyages to distant parts of the world. The unhappy child of the desert, thrust from his paternal roof, and laid under a shrub to die, was destined to be the father of a mighty people, who, though wanderers themselves, became the channels of commercial communication with various nations. The Ishmaelites, to whom Joseph was sold by his envious and unnatural brethren, were conducting a commercial caravan to Egypt; and some of the merchandize with which their camels were laden, "spicery, balm, and myrrh," indicated a traffic no less distant than India. So highly were its commercial advantages appreciated by Alexander, that in his vast scheme of universal empire, he designated Arabia as the site of his intended capital, proposing to make it the centre of the commerce of the world; and to maintain by the arts of industry, the conquests achieved by his arms. The influence of commerce on this interesting portion of the ancient world, was abundantly shown in its opulence, its splendor, and its power, as well as in the success with which architecture and the other fine arts, were cultivated within its borders. Though it has long since sunk under the curse of an offended Deity, and "thorns come in her palaces and nettles and brambles in the fortresses thereof," while "the owl and the raven dwell therein," yet the daring perseverance of some modern travellers has brought to light many stupendous works of art, which fully attest its ancient magnificence.

Egypt, at an early period, enjoyed an extensive and lucrative trade. The richest productions of distant climes were transported thither by land; and manufactures of the finest fabric, successfully employed her active and ingenious artisans. The fine arts quickly took root in her soil, and spread out their branches in all the beautiful varieties of painting, sculpture and architecture; and if her taste has to some appeared grotesque, and less refined than that of the more cultivated and polished Greeks, the growing disposition of modern architects of reputation and talent, to make the magnificent remains with which Egypt still abounds, the models of their own designs, may be considered a high tribute to their merit.

The interests of agriculture, are not only closely allied to those of commerce, but without the one, the other must have a sickly and feeble existence. The fruitful qualities of her soil and the fertilizing influences of the stream, termed by way of distinction, "*the river of Egypt*," furnished additional sources of wealth, by which her commerce was extended and maintained with the remotest nations. Its influence was not only felt by those immediately connected with it, but was manifested in the general opulence, prosperity and power of the kingdom. It is still seen in those wonderful works of human art, the pyramids, which have survived the Pharaohs, the Ptolemies, and all the dynasties which have succeeded them, and which promise to endure, until the wreck of the great globe itself.

The commercial importance of Egypt was renewed, extended and rendered permanent, by the foundation of the city of Alexander. His sagacious mind foresaw its future greatness—and how far his magnificent views, which were carried out by the Ptolemies, particularly under the protecting reign of Ptolemy Philadelphus, were realized, may be partially estimated by the fact, that the commercial revenue of this single city, amounted annually to little less than ten millions of dollars; while the happy influence which commercial opulence, when well directed, sheds upon literature and science, was discernible, not only in the vigor in which they flourished, but in the establishment of the most celebrated library in the world. To a Christian bishop, whose life disgraced his office, is to be attributed the loss of the larger portion of this great monument of the genius and wisdom of antiquity; and the name of Theophilus, has been held in merited execration by succeeding ages. When, nearly 300 years afterwards, this celebrated city fell beneath the sword of the lieutenant of the Commander of the Faithful, its wealth and splendor are described in glowing terms by the victorious Amrou. "I have taken," he writes to the caliph Omar, "the great city of the west. It is impossible for me to enumerate the variety of its riches and beauty; and I shall content myself with observing, that it contains four thousand palaces, four thousand baths, four hundred theatres or places of amusement, twelve thousand shops for the sale of vegetable food; and forty thousand tributary Jews." But the glory of conquest was tarnished by an act of barbaric power. What had escaped the unhallowed hand of the Archbishop of Alexandria, had been enormously increased by the accumulations of succeeding generations; and in the year 642 of the Christian era the Alexandrian Library was still the largest in the world. The liberal minded Amrou would have yielded it, as a gift of little value, to the solicitations of Philoponus, the philosopher and grammarian; but he was reluctantly compelled to execute the stern mandate of Omar, by consigning its innumerable manuscripts to the flames. "It," was the language of the fanatic logician in the overflow of his ignorant zeal for the doctrines of the Koran, "if these writings of the Greeks, agree with the word of God, they are useless, and need not be preserved; if they disagree, they are pernicious and ought to be destroyed."

But the most brilliant example of successful commerce, either in the ancient or modern world is to be found in the history of Phœnicia. With a limited territory, a sterile soil, and surrounded by warlike and powerful nations, she required all the mighty energies of commercial enterprise to enable her to overcome obstacles like these. But her position, on the coast of the Mediærranean, offered to her advantages, of which she well knew how to avail herself. Her merchants, whom Addison has pronounced the most celebrated in the world, pushed their adventurous and successful trade through every channel which was open to them, and opened new ones to every part of the known world, where the hope of reward tempted the spirit of enterprise. Her maritime habits, and her immense resources, enabled her to protect her trade by the establishment of the first great naval power known to the world. The invention of arithmetic, and the discoveries made in astronomy, while they encircle the name of Phœnicia with glory far more bright and imperishable, than all her splendor or her power can bestow, enabled her to prosecute voyages, otherwise

impracticable. While other nations, with the exception of the Arabians and Egyptians, timidly crept along the shore, and dared not venture, in their slender barks, to encounter the perils of distant navigation, the gallant ships of Phœnicia guided by the lights of Heaven, fearlessly rode over trackless seas, and reached in safety the remote havens. Her celebrated cities of Tyre and Sidon, were the marts of the ancient world, and attracted within their walls not only the traders of neighbouring nations, but those of distant countries. "Tyre" in the language of a celebrated traveller, "was the theatre of an immense commerce and navigation—the nursery of arts and sciences, and the city of the most active and industrious people ever known." Even the wisest of men enlarged his views and matured his wisdom, on commercial subjects at least, by suggestions derived from this extraordinary people. From the ports which Solomon acquired on the Arabian gulf, his ships, manned principally with Phœnicians, sought the rich products of Ophir and Tarshish, and the royal merchant, by the cultivation of the arts of peace and the protection and extension of commerce, raised the kingdom of Israel to a height of glory so extraordinary, that the Queen of Sheba, whose incredulity could be overcome only by a personal visit to the monarch, declared, that "the half had not been told her, and that his wisdom and prosperity exceeded even their fame." Tyre, "the crowning city, whose merchants were princes—whose traffickers were the honourable of the earth," flourished in unexampled prosperity for ages, and after having, during the period of thirteen years, successfully resisted the power of Nebuchadnezzar, king of Babylon, at length tottered and fell, involving in its fall the ruin of the army of the Asiatic conqueror. A new city bearing the same name, arose upon an island near the coast, which, by the prosecution of the same policy and pursuits, emulated the greatness and glory of its predecessor; and Alexander, by whom it was ultimately subdued, encountered more difficulty in the conquest of a community of merchants, than in overcoming myriads of effeminate Persians.

For the influence of commerce on Phœnicia, it is only necessary to refer to the Bible. Its sublime pages abound with the most gorgeous descriptions of the surpassing wealth, splendor, luxury, and power of her cities; and to the same sacred volume we may look for a true and prophetic picture of their present desolation. Tyre, the sparkling gem of the ancient world, has lost its lustre. The once deep and capacious harbor of the merchant city, is now choked with sand and rubbish, and the smallest skiff can scarcely float where navies rode in triumph;—her "lofty palaces and walks of state" have given way to a few wretched huts; and where her princely merchants once revelled in all the refinements of oriental luxury, a handful of miserable fishermen struggle for a precarious subsistence, and in fulfilment of the sacred prophecy, "spread their nets on the rocks in the midst of the sea."

A tree so full of life and vigor, could not fail to put forth numerous and thrifty scions, which, engrafted on foreign stocks, would renew and multiply its golden fruit. Many were the flourishing colonies planted by Phœnicia, some of which survive the mother which gave them birth, even to these latter days. One of her offspring was destined to a career of commercial grandeur, scarcely less glorious than that of her renowned progenitor; while in "the pride, pomp, and circumstance of glorious war," and in all that greatness which pertains to seats of arms, she far eclipsed her parent's splendor.

Before the foundations of the "Eternal City" were laid, a beautiful and royal female, flying from the persecution of an unnatural brother, who had sacrificed her husband to his unhallowed thirst for gold, sought, with a band of hardy Tyrians, a place of refuge from the cruelty of Pygmalion. Destiny, or the fury of the elements drove her to the shores of Africa, immediately opposite the site of the future mistress of the world. The mercantile acumen of Eliza, or Dido, as she was afterwards called, from her self-sacrifice to the manes of her deceased husband Sichous, showed itself in her bargain with the unsuspecting Africans

for so much of their soil as a bull's hide would cover; and her fraud in encircling a much larger territory than one of the parties contemplated, by cutting the hide into the slenderest thongs, may be considered a type of that faithlessness which has always stained the page of Carthaginian history.

By a close attention to the arts of trade and that frugality and moderation, by which alone, nations as well as individuals can retain what they acquire, Carthage soon rose to great eminence as a commercial and naval power. Her navigation extended to the remotest seas—the distant shores of Britain were visited by her adventurous mariners—she explored many parts of the African coast—discovered the Canary Islands—and some, in the excess of their admiration for her nautical skill and enterprise, have imagined that she found her way even to the Western world. She acquired dominion over most of the islands in the Mediterranean, including an important part of Sicily; and having early established herself in Spain, drew immense resources from the mines, principally of silver, with which that rich country abounded. Wealth poured in upon her through a thousand channels, and the splendor of Carthage might have rivalled that of Tyre herself. But the pride of wealth awakened the spirit of ambition. Not content with the triumphs of trade, she aimed at military glory, and the success of her arms roused the jealousy of her mighty neighbors. The rivals armed for the contest. Their struggles were many, long, and fierce. Carthage displayed a genius for war, scarcely inferior to that which had raised her to the highest pinnacle of commercial prosperity; and her chronicles are illustrated by the distinguished military talents of many of her generals. In quickness of conception, promptness of decision, rapidity of action, and fruitfulness of resource, as well as in that daring spirit which could conceive and execute the extraordinary achievement of transporting a mighty army, with all the cumbrous appendages of war, over the rugged and icy passes of the Alps, the character of Hannibal bore a strong affinity to that of Napoleon; and the Carthaginian hero may, perhaps, be pronounced to have been before our own day, the greatest captain that the world has known. Hannibal contended with Romans—Alexander and Cæsar, principally with barbarians.

But when Carthage turned aside from the pursuits of commerce to those of war, she courted her own destruction. Her strength was in her trade, and when she neglected that, her power departed, like that of Sampson, under the glittering foræx of Delilah. Carthage sunk under the superior power of Rome, and the earth heaved when the giant fell. At the commencement of the third Punic war, this celebrated and powerful capital is said to have contained 700,000 inhabitants, and to have extended its dominion over 300 African cities. At its termination it was a heap of ruins, among which the exiled Marius wept.

After the irruption of the barbarous hordes of the North into the Roman empire, the busy hum of trade was hushed amid the loud din of arms. A heavy cloud settled over the civilized world, and the lights of literature, science, and commerce found a common grave in its dark and murky folds. But the genius of commerce was too elastic, long to be bound in chains. Even in an ignorant age, when war was considered the only honorable pursuit, it burst its bonds, and acquiring a controlling influence over princes and people, opened an avenue for the restoration of letters, sciences, and arts.

In the numerous little islands which formerly dotted the surface of the Adriatic sea, near the shore, were laid the foundations of the proud and powerful republic of Venice. They were the refuge of a band of trembling fugitives from the power of the ferocious Attila, who, in the fulness of barbaric pride, declared that the grass never grew on the spot where his horse had trodden. From beginnings so humble and depressed, she soon rose to wealth and splendor.

Her "Argosies with portly sail,
Like signiors and rich burghers of the flood,
Or, as it were, the pageants of the sea,

Did overpeer the petty traffickers
That curtseyed to them—did them reverence,
As they flew by them with their woven wings."

She became the mart of nations—extended her territories on every side, and by her commercial wealth and resources, became so eminent as a naval power, as long to enjoy the proud title of mistress of the seas.

To dwell upon the splendid history of this wonderful republic, and to point out the causes of her downfall, would require more time than is allotted to a discourse like this; and would, probably, be to repeat what is already known to the instructed minds to which it is addressed. It will be sufficient to refer to a single passage, in proof of the controlling influence which successful commerce had acquired, in the darkest ages of feudal ignorance, pride and power.

In the year 1201, when the republic was under the magistracy of the venerable Henry Dandolo, whose age verged towards a hundred years, a splendid mission from the haughty peers of France entered the Venetian territory. Their object was not, by the power of arms, to impose tribute on a community of wealthy merchants, or to wring contributions from timid burghers, to whom gold was dearer than honor or patriotism, or even to negotiate a treaty on terms of mutual equality. They approached an august assembly, conscious of their power and proud of their importance, to implore, in the language of suppliants, aid in what they deemed a holy cause, which their unassisted means dared not undertake. A general assembly was convened in the splendid chapel and palace of St. Mark, and in the presence of 10,000 citizens, six haughty noblemen, the representatives, and themselves a distinguished part of the proud chivalry of France, bowing before the majesty of the people, declared they were enjoined to fall prostrate at the feet of the republic, and that they would not rise from the ground until she had promised to avenge with them, the injuries of Christ, by transporting the army destined for the fourth crusade, to the shores of Palestine.

In Genoa, the city of palaces, the same causes led to the same results. The spirit of commercial rivalry placed her in competition with Venice herself. Her sails were spread to every breeze, and her vessels floated on every sea. Seated by the liberality or folly of the Greek Emperor in the suburb of Pera, in the enjoyment of their own habits and governed by their own laws, the power of these mighty merchants enabled them to contend for the dominion of Constantinople, with the representatives of the Cæsars; and in the lofty language of the historian Gibbon, "The Roman empire might soon have sunk into a province of Genoa, if the ambition of the republic had not been checked by the ruin of her freedom and naval power. A long contest of 130 years was terminated by the triumph of Venice; and the factions of the Genoese compelled them to seek for domestic peace under a foreign lord—the Duke of Milan, or the French king. Yet the spirit of commerce survived that of conquest, and the colony of Pera still avowed the capital and navigated the Euxine, till it was involved by the Turks in the final servitude of Constantinople itself."

It is a grateful and a profitable task, to turn from the pride, pomp, and power with which commercial opulence has surrounded so many nations of the earth, while at the same time, it infused the poison which made them decay and die, to contemplate its happier influence in cultivating the flowers of literature; in laying open the arcana of science, and in unfolding the beauties of art. The history of past magnificence and departed power, may fill the mind with admiration and surprise. It may be instructive, too, "to point a moral or adorn a tale." But the operation of those causes which tend to exalt and improve the condition of man, by instructing his mind, enlarging his views, and refining his heart, is not confined to the place or the period in which they originated, but extends through all space, and endures through all time.

To a mercantile family, may, in a large degree, be ascribed the honor of having conferred such blessings on their race.

Long before the brilliant era of the family of Medici, Florence had been distinguished above the other states of Italy, by the freedom of her institutions, and her devotion to arts, science, and literature. With an infusion of the aristocratic principle, her government was, in a great degree, popular, and the highest places in her councils were open to all her citizens. As a necessary incident to such a state of things, party rancor frequently agitated her bosom; but the same restless spirit which prompted political animosities, sharpened the intellects of her citizens, and urged them to nobler pursuits. Industry and commerce gave them wealth—taste and habit led them to the cultivation of philosophy and letters.

Whether or not, the pedigree of the Medici is, according to some who were disposed to flatter their subsequent greatness, to be referred to a paladin of Charlemagne, and whether or not, the six balls, their well known heraldic blazonry, which are now the insignia of a pawn-broker's shop, (to such vile uses have they come at last,) denote the impression made on the shield of their supposed ancestor by the iron balls which hung from the mace of his gigantic adversary, are matters of too little moment to deserve a thought; but that the family had, for a long time, enjoyed great consideration in Florence, is beyond a doubt. But he who laid the foundation of its unexampled grandeur and importance, was Giovanni de Medici, who, by commercial pursuits, acquired immense wealth, and by his moderation and liberality, secured the confidence of his fellow citizens. He enjoyed that popularity which follows good actions—not that which is pursued by selfish ambition; and his dying injunction to his sons, "to accept only such of the honors of the state as were bestowed on them by the laws and the favor of their fellow citizens," may inculcate a salutary lesson to the ambitious spirits of other republics. One of these sons was Cosmo. Though less resplendent in the eye of the world than that of some of those who succeeded him, the character of Cosmo de Medici will lose little by comparison with any of his illustrious name. Devoted from early life, not only to the affairs of government, but to the most extensive commercial concerns, he greatly increased the wealth, importance, and influence of his family. His mercantile operations frequently controlled the politics of Italy, and their influence was felt even in England, in the contest between the rival houses of York and Lancaster. His genius was lofty, and his acquirements varied and extensive. His tastes and pursuits prompted the inclination, and his vast riches and unbounded influence conferred upon him the power, to encourage and protect men of learning and science. His liberality and benevolence were as boundless as his means of exercising them; and amidst the crowd of eminent men by whom Florence was distinguished, Cosmo de Medici deservedly held the foremost place. Before his day, Dante, Boccaccio, and Petrarch, had introduced the study of the ancient languages; and cultivating their own to the highest degree of refinement, had left the most noble and enduring monuments of their taste and genius. For a time, letters were buried in their graves, and it was reserved to Cosmo to revive and restore them.

It was a happy circumstance, not only for that period and for Florence, but for succeeding times and for the world, that the anxiety which prevailed in the early part of the fifteenth century to recover the writings of the ancients, was not confined to scholars and students, or to a few who were eminent for opulence and station. Under the influence and example of Cosmo, it pervaded the minds of the men of wealth and rank by whom he was surrounded; and their superabundant riches, which otherwise would have been lavished in individual ostentation and private luxury, were the means of rescuing from oblivion the treasures of antiquity. The men of learning of the period were not the humble drudges of proud superiors, but in an equal and friendly intercourse with the highest ranks of society, enjoyed that consideration and respect to which their merits justly entitled them. Under such auspices, the mouldering manuscripts of ancient genius, in philosophy and the various branches of literature, which had slumbered for

ages in the damp recesses of monasteries, unknown in many instances even to their ghostly guardians, were, at an immense expense of time and money, drawn from their gloomy abodes, to delight the minds of cultivated readers, and to shed the lights of literature on future generations. Europe and Asia were ransacked. Wherever a literary jewel was known to be buried, it was sedulously brought to light, and no price was deemed too great to secure its purchase. As the most prominent and efficient leader in this noble band, to Cosmo de Medici, more, perhaps, than to any other individual, is the world indebted for the enjoyment of those inestimable writings, which have had so much influence in elevating the taste, and fixing the standard of modern literature. Through his munificence and exertions, availing himself of the diligence and knowledge of the most learned men of the day, an extensive collection was made of curious and valuable books, which constituted the foundation on which he and some of his descendants built up the celebrated Laurentian Library. Such an institution might be deemed a sufficient tribute for a single individual to the cause of literature and science. But he did more. Niccolo Niccoli, another learned and eminent Florentine, having at an expense involving the ruin of his fortune, accumulated a large and valuable collection of books in the Greek, Latin, and Oriental languages, died in embarrassed circumstances; and Cosmo, assuming the payment of his debts, on condition that this collection should be placed at his disposal, deposited it for public use in the monastery of San Marco, of which he was himself the founder. His gratitude to Venice, which had received him in his exile, had been previously manifested by the formation, in that city, of the valuable Library of St. George. Nor did his efforts in this respect terminate in what he accomplished in his own person. His literary labors brought to his notice and placed under his protection, an individual in one of the lower orders of the church, of humble birth and slender means, who, by the force of industry, perseverance, and talent, and by that good fortune which industry, perseverance, and talent always secure, rose with unexampled rapidity to the papal dignity, and rendered the name of Nicholas V. illustrious, not only as a man of great erudition himself, and the encourager and protector of learning in others, but as the founder of the Library of the Vatican.

Nothing could be more propitious to the cause of letters, than some of the leading events which marked this interesting period. The capture of Constantinople by Mahomet II. in the year 1453, drove from the Capital of the late Greek empire, a crowd of men of learning; and Florence opened her arms to receive many of them into her bosom. Thus numerous bright stars were added to her resplendent firmament. But it was to the art of printing, at first with blocks of wood and afterwards with moveable types, invented in Germany, and introduced at an early period into Italy, where it was improved by native artists, that learning owed its highest obligations. Its sacred waters, which, but for this happy outlet, would have stagnated in a few broad and deep reservoirs, were sent forth in thousands of fertilizing streams, and places which otherwise would have been barren wastes, became smiling and luxuriant gardens.

Nor was it to learning only that the sustaining hand of Cosmo was extended. Under his protecting influence and that of the great and wealthy, whose spirits were kindred with his own, the fine arts, which usually follow in the train of literature, were warmed into life and beauty. The marble breathed beneath the chisel of the sculptor—the canvass glowed under the living colors of the painter—and purity of taste and simplicity, as well as grandeur of design, triumphed in the restoration of the Grecian orders of architecture.

It is a beautiful attribute of this illustrious man, that amidst the glories with which he had surrounded his country and himself, the simplicity of his character remained unalloyed, and the purity of his heart untainted. Magnificent in all his public acts, but simple in his habits and prudent in his conduct, he exhibited a model of mercantile

munificence, and a pattern of republican plainness. His influence placed him at the head of the republic, and before his death he was honored with the enviable title of *pater patriæ*.

But the flood of glorious light in which the sun of Cosmo set, was outshone by the morning and noonday splendor of his grandson, Lorenzo. In early life he discovered those talents, habits, and dispositions which raised him to the extraordinary grandeur he afterwards attained, and enabled him to confer so many blessings on mankind. Strengthening his mind by the closest application to the business, both of commerce and politics, he at the same time refined his taste and cultivated his intellect by the most assiduous attention to literature and philosophy; and thus, while he greatly enlarged his means, he increased his desire to give that encouragement to learning which has had so happy an influence on the world. Such was the versatility of his genius, that while he successfully cultivated almost every branch of literature and science, and became eminent even as a poet; while he manifested all the talent of a consummate statesman, and all the skill of a thorough man of business, he at the same time excelled in all those manly exercises and external accomplishments which distinguished the high bred gentleman of his day. Succeeding, on the death of his father Piero, to the enormous wealth and extended mercantile connexions of his family, he succeeded also to the spirit of his ancestors, and a very large proportion of his immense acquisitions was devoted to works of public utility. His liberality and munificence, in which he surpassed even his illustrious grandfather, attracted to Florence scholars of all nations; and learning, particularly in the languages of antiquity, became the road to political preferment as well as to wealth and consideration. Study was the fashion, and the pursuits of learning were not supposed to interfere with the graces of the drawing room. That sex, whose smiles are always withheld from whatever tends to degrade and injure, and are liberally bestowed upon every thing which can raise and adorn society, imbibed the spirit of the times, and many women of rank and beauty thought it did not diminish their personal attractions, or derogate from their fashionable distinction, to be seen in company with the muses. The names of several of them are enrolled among the distinguished literary characters of the period, and have left a bright example to their fair sisters of other ages and other climes.

Skilled himself in an eminent degree, both as a theoretical and practical architect, Lorenzo enriched his native city with many splendid buildings, both public and private, which, while they bore testimony to his liberality and magnificence, proclaimed his adherence to the rules of ancient art, and his study of ancient models. It was during this period, too, when Florence was a garden, whose fragrance we still inhale, that other beautiful flowers were nourished by the same fostering hand. The art of engraving on copper owed its origin to two goldsmiths of Florence. Their invention having been applied by the painters to the dissemination of copies of their own productions and having since been carried to a very high degree of perfection, all the beauties of the great works of art, except their coloring, have been rendered familiar to those who have not had access to the originals. The more curious, but less important art of engraving on gems and stones, was also revived, and afterwards, under the pontificate of Leo X. reached a point of excellence almost equaling that of the ancients.

But it was to the Florentine museum, commenced by Cosmo and greatly enlarged by Lorenzo, that the arts were principally indebted for the extraordinary improvement which then marked their progress. Collecting within his own extensive and beautiful gardens, and the buildings which they enclosed, the busts, statues, relieves, and other remains of ancient art, which his own taste and liberality, and those of his ancestors had placed in his possession, he established a school for the study of the antique. It was here that the splendid and diversified genius of Michelangelo was taught to feel its power, and to throw out that effulgence which illuminated the whole circle of the fine arts. Eclipsing all his predecessors and cotemporaries in

richness and power of intellect, no one department of art was sufficiently large to fill his capacious mind. With no humble claims to the crown of poetry, in painting, sculpture, and architecture, he was without a competitor; and while the superiority of his own genius shone forth in his works, its influence was manifested in the general improvement of taste and rapid advancement of art which distinguished the period in which he lived. Fanning the sacred fire of his own heaven born genius with inspirations caught from such a master, and fashioning himself on such a model, Raphael, another pupil of the same classic school, gave to the world those sublime productions of his pencil which have been the delight and admiration of succeeding ages, and which have stamped upon his name the exalted title of Divine.

If the character of Lorenzo shone with extraordinary lustre as a princely merchant, an encourager of arts, and a protector of learning, it loses none of its brilliancy when we contemplate him as the director of the affairs of state, and in the exalted political position he occupied in Europe.

Nothing could more strongly exemplify the force of commercial influence when directed by talent, energy, and moderation, than the potency of his voice in the councils of princes. At a period when feudal aristocracy and baronial pride cast into the shade the quiet pursuits of civil life, and the name of merchant was, in general, sufficient to exclude its bearer from the high places, both of the political and social system, the prejudices which degraded and sunk the profession to which he belonged, were forgotten in the power which he controlled, and the force and splendor of his individual character. Money must always be the sinews of war, and he who directs its energies will always strike a more decided blow, than he who wields the glittering falchion or points the life-destroying tube. Commanding immense resources from his general commercial pursuits, and drawing enormous revenues from the banks which his house had established in most of the trading cities of Europe, and conducted with such ability and success, that the proudest monarchs were, to use a familiar phrase, glad to obtain a discount, the untitled head of a small Italian republic frequently gave a direction to the politics of Europe. And such was his reputation for wisdom and address, that even the suspicious and crafty Louis II. of France, whose character is so beautifully delineated by Scott, sometimes consulted him in his most delicate negotiations. But the temptations of political power, and the attractions of splendid alliances, were insufficient to make him swerve from the duty he owed his country. His constant efforts were devoted to the promotion of industry, the security of peace, and the advancement of the happiness of his fellow citizens; and it was only by a departure from the system by which he governed, that Florence lost her liberty, and sunk under despotic power. Kind, benevolent, urbane, unostentatious, his magnificence, like that of his grandfather, was shown in his public acts rather than in his private life. Within the compass of that life, which terminated at the early age of 44 years, more was done for the elevation, enlargement, and refinement of the human mind by this single merchant, than has ever been accomplished by any other individual. Without the proud purple of the one, or the indolence and effeminacy of the other, Lorenzo, the Magnificent, was at once the Augustus and Mæcenas of the golden age of his country. And if gifted poets have tuned their lyres to his praises, their dulcet notes swelled to a nobler theme, than the inspired strains by which Ovid, Virgil, and Horace exalted the merits of the luxurious Roman and his imperial master.

To have dwelt so long upon a family whose commercial influence and importance have showered so many blessings on the world, and shed a halo so bright around the name of merchant, calls for no apology; nor would it be just, either to that family or the subject under consideration, to leave altogether unnoticed another name, which, although perhaps with fewer claims to distinction, has filled a larger space in the eye of the admiring world.

Giovanni de Medici, the second son of Lorenzo, was not himself a merchant, but he was descended from a line

of merchants, and inherited all that love of learning and spirit of munificence which had rendered his progenitors illustrious. Destined from his cradle to the church, he almost in his cradle received holy orders; and the influence of his family was more easily to be discerned than the purity of the church, in his appointment, before he had attained the age of eight years, by Louis II. of France, to the rich abbacy of Fonte Dolce. Further preferment was designed for him, and in a very short time afterwards, his infant limbs would have sunk under the weight of the Archiepiscopal mitre of Aix, had it not been discovered before he entered into his high office, that the incumbent for whose successor he was intended, had not yet relinquished his grasp on the privileges and emoluments of his earthly see, to claim his reward in heaven. Graced with a cardinal's hat at thirteen, he was admitted to a full standing in the Sacred College at sixteen, and the gravity of his character, the correctness of his deportment, and his rapid advancement in the various studies to which he devoted himself, formed an excuse for this unprecedented elevation, in the minds of those who measure such things by a far different standard from that which we acknowledge to be the true one. At the age of thirty-seven years, he was invested with the triple crown, which sparkled with more lustre on the brow of Leo X. the name he assumed, than on that of any other individual who has ever filled the Papal throne. Upon his elevation to this high dignity, Rome became the seat of learning and the nursery of genius; and if the world owes the Reformation in a great degree to his errors and his vices, particularly in the corrupt sale of indulgences, it is deeply indebted for the advancement of arts, science, and letters, to his virtues, his talents, and his munificence.

This distinguished family, which, by the pursuits of commerce, and by giving a true direction to their immense wealth and extraordinary talents, attained an elevation and importance to which no other private family has ever risen, was rendered less illustrious by the high dignities with which some of them were invested, and the splendid alliances which they formed with the sovereign houses of Europe, than by the influence of their example in promoting those studies and pursuits, which improve and adorn the condition of their fellow beings. It was not, until prompted by low ambition, they sunk their consequence in the inferior station of Italian princes, that their influence ceased to be felt and acknowledged. The name of Cosmo de Medici, the merchant, fills the civilized world. How few have heard of Cosmo de Medici, the first Grand Duke of Tuscany!

Many examples might be adduced of the elevation of other commercial states to dignity and power.

The Hanseatic confederacy formed in the middle of the thirteenth century, and composed principally of the leading commercial cities of Germany, would stand out in bold relief, in the respect and homage which their wealth and importance forced from the haughty princes by whom they were surrounded.

The commercial spirit of the Portuguese might be pointed to with admiration, when in the beginning of the fifteenth century, under the auspices of the heroic prince Henry, they pushed their discoveries along the coast of Africa as far as the Cape of Good Hope, and a new route to the East Indies was discovered by Vasquez de Gama, which not only increased to an immense extent the wealth, power, and territories of Portugal, but opened new avenues of trade to the whole world.

The elastic force of commerce might be seen in the rapidity with which the United Provinces, after having thrown off the yoke of Spain, rose, under mild and equal laws, to the height of wealth and power, notwithstanding the disadvantages of their situation, and the powerful neighbors who hemmed them in on almost every side.

And even within the recollection of many in this assembly, the commanding force of commercial influence has been strikingly manifested, in the great struggle for ascendancy between the combined monarchs of Europe and the colossal power of Napoleon, when the

councils of the Holy Alliance were controlled by despatches from the counting house of the Rothschilds.

But, to the reflecting mind, which delights to dwell upon the prosperity and happiness of the human race, the influence which commerce has had upon England, offers the loveliest, the most enchanting spectacle. Her splendid metropolis—her crowded seaports—her forests of masts—her busy towns—her industrious manufactories—her perfect agriculture—her beautiful landscapes—her magnificent buildings—her noble institutions—her seats of learning; and the happy effect on her society, in softening the features of aristocratic institutions, by making mere rank stoop to mind, present a picture too beautiful and imposing to require it to be contrasted with the neglected fields, the deserted towns, and the lazy population of Spain, and the ignorant and pitiful pride of Spanish magnificos. To a virgin queen, England owes the dawning of her commercial glory; and the liberal views of another virgin queen, give abundant promise, that under her reign, at least, that glory will not be obscured.

In speaking of the influence of commerce on the world, that invention by which commerce has been so greatly aided in her enterprises, ought not to be wholly omitted. The invention of the mariner's compass, is usually ascribed to Flavio da Melfi, a Neapolitan, about the year 1302. By others, it is attributed to Marcus Paulus, a Venetian, who, having travelled to China, is said to have brought it back with him in 1260. And this latter opinion derives confirmation from the fact, that the compass first introduced into Europe, was used as it still is by the Chinese, by letting it float on a small piece of cork, instead of making it vibrate on a pivot. But the Chinese themselves, who in every thing claim an antiquity far beyond that of all other nations, insist that it was known to one of their emperors, who was a celebrated astronomer, as far back as 1120 years before Christ. Nor are these all who claim the honour of the invention. It is said that a French bard, who flourished about the year 1200, mentions it under the name of the Mariner's stone; and the French characteristically point to the fleur de lis, by which the north point of the card is distinguished, as a conclusive argument in favour of their pretensions.

The origin of the invention may be matter of curious and interesting research—the invention itself teemed with the most important consequences. Its magic power marked out a safe and certain path across boundless seas, and opened a way to unknown regions. It was to this little counsellor, that Columbus referred himself, amidst dangers which might have appalled the stoutest soul; and by its silent monitions he was enabled to triumph over the doubts of fainting hearts and the turbulence of rebellious spirits. Under its sure guidance, his mighty mind, more buoyant than the frail bark in which he floated, carried him fearlessly on, to those wonderful discoveries, which have so greatly contributed to give to the modern world those striking features which have since been impressed upon it.

A Genoese, of humble birth, but exalted spirit, he, at an early age, adopted the sea-faring life of his father, and became one of the most skillful navigators of Europe. An absorbing object of the period in which he lived, was the discovery of a passage by sea, to the East Indies, and the danger and tediousness of the route by doubling the Cape of Good Hope, called into action the reflecting mind of Columbus, who believed, that by sailing directly westward across the Atlantic, he should probably reach the opposite shores of Asia. His own countrymen were incapable of appreciating his sublime conceptions; and the king of Portugal, to whom he applied for assistance, while he discouraged the projected enterprise, fraudulently, but fruitlessly endeavoured to anticipate the discoveries of the great navigator, by availing himself of the information, which had been confided to him. Nor did he meet with more to sustain his hopes from the selfish Ferdinand of Arragon, who more richly merits the appellation of "the Cunning," than that of "the wise," which servile flattery has inappropri-

ately bestowed upon him. Unchilled, however, by what would have frozen the spirits of inferior men, the great mind of Columbus never quailed; and he abated not one tittle of the lofty demands, both of honour and profit, which he originally proposed as the reward of the discoveries he should make. At length, in the noble minded and generous Isabella of Castile, he found a protectress and a friend. Her exalted mind, which soared far above the lowly flight of her crafty consort, embraced his splendid views, and by her assistance, a little fleet was put to sea, which was destined to disembark on shores never before pressed by the foot of civilized man, the most towering spirit of the age. His return, crowned with success from the western world, exhibited a striking contrast to his departure. Seated on their throne, and arrayed in the robes of royalty, the king and queen of Spain received him with honours due to a sovereign prince; and the haughty Ferdinand, who had looked with averted eye, and cold contempt upon the visionary adventurer who asked his aid, did not think himself degraded by rising at the approach of the successful discoverer, who came to fill, even to overflowing, the royal coffers.

The discovery of the New World, poured floods of wealth into Europe; and Spain, nourished by this fountain of golden waters, rose, like a towering tree, to a height of disproportioned greatness. But industry and commerce withdrew their fostering hands,—indolence and luxury choked its roots—pride poisoned its sap, and this mighty monarch of the forest, whose wide spread branches, almost overshadowed even its loftiest neighbours, dropt its leaves, and dwindled into a withered trunk, with just enough of foliage left, to intimate the beauty of its former verdure.

But the precious metals by which Europe was enriched had much less effect on her commercial prosperity, than the new avenues to trade which were laid open to the enterprise of her merchants; and even these lose nearly all their importance, when we reflect on the influence which commerce must exercise on the destinies of those people, whom Europe has transplanted on the shores of America.

To indulge in visions of the future grandeur of a people, great even in infancy, occupying a territory stretching from the frozen regions of the north, to the torrid latitudes, and which must extend from the Atlantic to the Pacific ocean; with every variety of production, which every variety of soil and climate can yield; with an intelligent, enterprising and rapidly increasing population, in the enjoyment of all those advantages which the accumulated wisdom of past ages and distant countries can bestow, would carry the mind forward, until it is lost in the vastness of the theme. But, while we stand on the borders of this world of wonders, and reflect on the influence which the present may have on the future, we may put up a fervent prayer to Heaven, that the lessons which history imparts, may not be read in vain by those who are to stamp their impress upon the character of their country. As the future man is shadowed forth in the dispositions, feelings, and habits of the child, and as these receive a direction to good or evil, according to the principles by which they are guided and controlled, so the features which this great country shall hereafter exhibit, will greatly depend on the manner in which they are moulded in infancy; and those in whose plastic hands the work is placed, are answerable to their country and their God for its faithful execution.

The distinctive character of the inhabitants of these United States, is not, and never will be, strictly commercial. The immense extent of their landed possessions, the varied luxuriance of their soil, and the diversified influences of their climate, mark them out as an agricultural people. But with 3000 miles of coast on the Atlantic ocean, and with innumerable ports, possessing every advantage for foreign commerce, the great cities of the country will hereafter be, as they now are, the seats of commerce; and upon the character of their merchants, will principally depend the tone of the communities in which they live. Their numbers, their commanding position, their wealth, their connexion with other pursuits and professions, and their means of controlling to a great extent, the interest of those by whom they are surrounded, give to them a preponder-

ance of influence and power, which belongs to no other single class in society; and however personal feeling and professional pride may shrink from the truth, upon them devolves, in a degree proportionably great, the high and responsible duty of determining the standard of the taste, the pursuits, the manners and the morals of the places in which they reside. The prevailing colour will lend its tint to every object. Nor will their influence be felt only within the circle in which they immediately revolve. Its sweet or bitter waters will find their way to the land's most distant borders. The canals and rail roads, which already wind through so many portions of our country, and which the spirit of improvement will, ere long, carry into almost every district, are the arteries and veins through which the stream of commerce is driven from and brought back again, to the metropolis, the heart, to be again sent forth to nourish and sustain the body. If the heart be diseased and corrupt, the infection will poison the blood and spread through the entire system.

No one who delights in the name of an American citizen can look back on the commercial history of his country, without feeling the pulse of patriotic pride beat within his bosom. Active energy, extended views, unbounded enterprise, and strict integrity, have hitherto made the character of the true American merchant the pride of his country and the admiration of the world; and the storm which has recently swept through the mercantile community, scattering and sinking the crazy barks, which, with press of sail, and destitute of ballast, tempted the perils of the ocean, has only served to prove the staunchness of the gallant and well appointed ships, "whose march was on the mountain wave, whose home was on the deep."

The disfigurement and ruin in which the spirit of reckless and unprincipled speculation, may have involved a few individuals, ought not to reflect discredit on the class; but that class, as well as the country, has a deep and abiding interest in preserving the mercantile standard, at its present elevation. The body, in a greater or less degree, is affected by disease in any of its members; and in most cases, the best cure is found, in the preservation of the general health and soundness of the system. If the difference between political and private honesty be too slight to be perceived, except by those whose vision has been rendered oblique by long exposure to an impure atmosphere, the distinction between mercantile integrity and moral rectitude is too nice to be discerned, even by a microscopic eye; and those who imagine they may turn aside from the one, without departing from the other, follow a baleful meteor, whose deceptive light will lead them to a gulf, into which, if their fortunes once fall, they sink to rise no more.

The peculiar characteristics of the American mind, are energy, activity and enterprise. It not only takes fortune at the flood, but seeks to direct its tide and control its course. It pushes on directly to its object and leaps every difficulty which obstructs its progress. Qualities like these, when directed by intelligence, governed by principle and sustained by sufficient capital to prevent failure from involving the ruin of innocent sufferers, give to the merchant's character a force and brilliancy, which, in success, command esteem and admiration. And if the clouds of misfortune should gather round his head, he finds in the sympathy of friends and the respect of the community, (the best balm of hurt minds,) that light, which, while it relieves his present darkness, gives an assurance that prosperity may again shine around his path. Contrast the pictures—Where the reckless speculator, without principle, without means, and with such credit only as false appearances and a delusive exterior can secure, is driven by the mad desire of sudden wealth, to pursue the prize he pants for, careless of consequences, success may sometimes gild his blemished character; and in the selfish pride of imaginary importance, the reproaches of his heart may be stilled. But if disappointment should check his bold career, and tumble his air-built castles to the ground, he reads his disgrace in every eye; and the injuries of confiding friends, and the indignation of an insulted community, place a load upon his conscience (if he have one) which never can be removed. If he is lost, he is lost forever. He is like the tremendous

water-spout, which, raised by the whirlwind from the deep, sweeps along the ocean, the wonder and admiration of all who see it—but when the upholding air dies beneath its burthen, it sinks into its native element, and the only memento of its former existence, is seen in the wreck of some hapless vessel it has foundered in its fall. The events of the last few years are fruitful in admonitions, which should never be forgotten.

If restless activity be an attribute in our national character, which urges us on to good, perhaps a want of proper independence and self-respect, both nationally and individually, may be productive of more evils than we are inclined to acknowledge. It is seen in our feverish sensibility to foreign criticism upon our institutions, our manners and our morals, which proves that we measure our merits not by the standard of truth, but by the false estimates of those who have neither opportunity nor inclination to form correct opinions; and thus we give to the obloquies which are cast upon us, an importance which nothing else could confer. But it is seen more injuriously to the well-being of society, in those struggles of private ambition for pre-eminence, in the display of wealth and splendor, which too frequently involve the ruin of families and the sacrifice of integrity. He who is blessed with abundant wealth, possesses the right, and perhaps he owes it to society, to live in a style of corresponding elegance. But, he who imagines he can acquire either consequence or credit, by rivaling in expenditure, those of superior fortune, though he may deceive himself, cannot deceive the world. The glittering veil may cover, but it can rarely hide his true condition. He thinks he imposes on society; receives its outward homage; and with that flattering unction, soothes his aching heart. But those who minister to his vanity, smile at his absurd pretensions—they revel in his luxuries, and ask by what means he affords them; and when he has “strutted his hour upon the stage,” he is dismissed, unmasked, with derision and contempt. Or if by chance, this illusion of splendid misery, should not be dispelled until his death has told the tale of truth, a family, pampered in luxury, and nurtured, perhaps, in pride, is left amidst all the ills of cheerless penury, to mourn over the sad inheritance of a tarnished name.

But if the consequences of this false ambition to swell our seemings beyond our havings, be destructive in its operation on individuals, its influence on the general system of society, is pernicious in the extreme. It saps the roots of mercantile integrity—dulls the sense of moral feeling—establishes the reign of false appearances—lowers the standard of true taste; and crushes that spirit of independence and self respect, which every virtuous mind delights to cherish. It drives from the circle of social intercourse, those by whose virtues or whose talents that circle might be adorned; but whose want of an independent spirit, makes them shrink from a position, in which the glare of real or imaginary wealth may cast them into the shade. Did they but reflect they could not fail to see, that a steadfast and independent mind, supported by moral rectitude and mental vigour, would secure to them more real weight and influence, than all those hollow pretensions and that empty parade, by which they vainly hope to dazzle and deceive the penetrating eye of the world. With these captivating, but dangerous lures, the merchant's path in life is peculiarly beset; and to him it pre-eminently belongs, in shunning the fatal snare himself, to indicate the danger to those who follow him. And, if in these halls which have so frequently re-echoed to the just praises of female excellence, it be not the worst of heresies to suggest, that even that excellence may have some little tinge of mortal colouring, might it not be said, that to the pure and exalted mind of woman, who exercises such unlimited control over the opinions and actions of man, the cultivation of intellect, the improvement of manners, the refinement of taste, and the example of all those virtues, which raise and adorn the social circle, present objects of far nobler ambition, than the most triumphant success in the poor rivalry of splendid attire, gorgeous furniture, and magnificent entertainments.

The desire of acquiring property, must, when duly regulated, lead to the best results; or a beneficent and all wise

Creator would not have planted so pervading a feeling in the bosoms of his creatures. But while we are bound to exert our faculties to secure what will place us above dependence upon others, and enable us to make our just contributions to the society in which we live, we lose sight of that which renders its acquisition most desirable, when we accumulate it in unprofitable masses, or dissipate it in luxurious extravagance.

“To catch Dame Fortune's golden smile,
Assiduous wait upon her;
And gather gear by every wile,
That's justified by honour.

Not for to hide it in a hedge,
Not for a train attendant:
But for the glorious privilege
Of being independent.”

Whatever may be the abstract reflections of moralists on the subject, the possession of superabundant wealth, has always conferred a controlling influence over the manners, the morals, and the general condition of society; and as the world advances, it seems unlikely to lose its power. But there are always means by which that power may be turned to good. The wealth of the feudal baron, secure in his moated castle, and holding the state and sovereignty of a prince, was in his broad lands, and his dependant vassals. He would have been a tyrant and a robber, if the spirit of chivalry had not breathed its softening influences upon his soul, and made him the courteous knight, and the undaunted champion of virtue. Mankind owe much to this romantic and extraordinary institution. If they owed it nothing else, their obligations would be deep and lasting, for the establishment of that lofty standard of personal honour, and that just appreciation of female character, which were alike unknown to the ancient world.

The overflows of commercial wealth must produce pride, arrogance, luxury, effeminacy, debauchery, and corruption, unless they are spread abroad, to nourish plants of purer growth. And what can give to him who holds this mighty power in his hand, a more commanding position, a more decided influence, a more extended fame, than the encouragement of learning, the protection of arts, the advancement of science, the promotion of education and the patronage and support of all those institutions, formed for the improvement and happiness of his species? The name of a Cosmo or a Gresham, offers to true ambition, the noblest excitement. May we not hope to find in the enlightened minds of American merchants, that liberal spirit, which will make them their country's benefactors; rather than that selfish and degrading feeling, which grasps at unbounded wealth, either to gloat over its accumulated hoards, or to poison public and private morals by unmeaning show and destructive luxury. And may we not discern the dawning of that spirit, in those noble endowments of literary and scientific institutions, which have connected commercial names with the merited pre-eminence of a sister city; and in that curious and beautiful collection, by which the taste and liberality of one of our own merchants, have opened to our view, the mysteries of the Celestial Empire?

If we have much to hope from the influence of commerce in shedding its genial rays over our social life, we have even a deeper interest in its effect on the preservation of our political institutions. Interest grapples men together “with hooks of steel;” and every new avenue to commercial intercourse between the distant parts of our extended country is a strengthening band to our compact, which not even the designing hand of the selfish politician can sever or unloose. And carrying our views forward beyond the limits of this blessed land, we may hail the influence of commerce as that benign spirit which will make “peace o'er the world, her olive wand extend,” enlarge the intercourse of mind with mind, and diffuse the mild light of true religion to “earth's remotest regions.”

“Heaven speed the canvas, gallantly unfurled,
To furnish and accommodate the world;
To give the poles the product of the sun,
And knit the unsocial climates into one.”

INSURANCE COMPANIES OF MASSACHUSETTS.

An "abstract of the returns from Insurance offices incorporated with *specific capital*," in the state of Massachusetts, prepared by the Secretary of the Commonwealth, has just been published, showing in two large tables, accompanied with remarks, various particulars respecting those Institutions on the first day of December, 1838, agreeably to an act of the legislature passed in 1837. Having occupied so much space in the present number with tables, we must content ourselves with making the following summary which exhibits every item in general—

There are in Boston,
24 companies with a capital of \$6,450,000
Out of Boston,
19 companies, with a capital of 1,865,000

43 companies, with a capital for 42 companies
(1 not having reported) of \$8,315,000

As follows—

Companies in Boston.

	Capital.	Average annual div. for 5 years.
American,	300,000	11.6-10 p.ct.
Atlantic,	250,000	8.3-5
Atlas,	300,000	9.
Boston,	300,000	13.3-5
Boyleston F. & M.	300,000	7.3-5
Columbian,	300,000	9.2-5
Firemen's,	300,000	5.2-5
Fishing,	100,000	4.2-5
Franklin,	300,000	13.3-5
Hope,	200,000	7.55-100
Manufacturers,	300,000	13.
Massachusetts F. & M.	300,000	6.4-5
Mercantile M.	300,000	4.4-5
Merchants,	500,000	26.1-4
National,	500,000	9.
Neptune,	200,000	7.1-5
New England Marine,	300,000	6.40-100
Ocean,	200,000	20.
Protection,	200,000	3.
Suffolk,	300,000	8.1-5
Tremont,	200,000	10.
United States,	200,000	7.3-5
Warren,	100,000	3.5-3
Washington,	200,000	12.
	\$6,450,000	

Out of Boston.

	Capital.	Average annual div. for 5 years.
Gloucester,	50,000	5.4-5
Lynn Mechan. F. & M.	50,000	18.4-5
Lynn Union F. & M.	50,000	
Marblehead Marine,	100,000	10.
Do. Lafayette F. & M	100,000	3.1-2
Salem—Essex,	100,000	7.71-100
Oriental,	200,000	10.2-5
Commercial,	200,000	8.1-5
Marine,	200,000	7.
Union Marine,	100,000	8.
Springfield Fire,	100,000	12.4-5
Fair Haven,	100,000	14.4-5
N. Bedford—Commercial,	150,000	20.1-5
Mechanics',	100,000	11.1-5
Merchants',	100,000	
Plymouth, Old Colony,	50,000	6.3-4
Provincetown Fishing,	40,000	4.
Nantucket—Commercial,	75,000	5.
Phoenix,	No return.	
	\$1,865,000	

Of which the following particulars are furnished.

	In Boston.	Out of Boston.
U. S. Stocks and Treasury		
Notes held by them,	\$17,641.00	207.08
Massachusetts Bank Stock,	3,681,910.61	1,438,158.82
State Stock,	23,112.50	22,000.00
Loans on Bottomry and Respond,	451,136.75	37,286.67
Invested in Real Estate,	628,310.70	16,765.46
Secured by mortgage on do.	1,021,292.63	155,786.97
Loans on collateral and personal security,	852,280.44	111,418.30
Loans on personal secu. only,	136,859.40	68,748.64
Cash on hand,	248,448.73	61,702.74
Reserved or contingent fund,	543,401.96	82,056.38
Invested in Rail Road Stock,	54,258.00	
Losses ascertained & unpaid,	252,129.88	22,078.93
Estimated losses exclusive of above,	364,927.50	23,588.00
Amount of premium Notes on risks terminated,	678,647.37	127,304.48
Do. on do. not terminated,	1,224,455.41	409,670.82
Total premium notes,	1,901,316.04	537,999.43
Amount of notes considered bad or doubtful not charged to profit and loss,	50,810.46	3,440.18
At risk—Fire,	52,198,185.00	1,795,022.00
Marine,	49,841,588.00	10,116,622.00
Amount of premium on fire risks not determined,	344,964.73	12,783.95
Amount borrowed,	215,986.30	
What amt. of the cap. stock is pledged to the company,	155,500.00	
Amount of fire losses paid last year,	110,242.19	15,590.72
Do. Marine do. do.	1,474,156.96	246,926.2
Highest rate of interest received on loans except on bottomry and respond,	6 per cent.	6 per cent.
Highest rate of interest or discount paid for moneys borrowed by the company,	6 per cent. except one case of 7	6 per cent.

ANNUAL REPORT,

OF THE

DIRECTORS OF THE PHILADELPHIA BOARD OF TRADE, FOR THE YEAR, 1838.

To the Members of the Philadelphia Board of Trade.

GENTLEMEN:—Since the last annual report of the Directors, the commercial and financial affairs of our country have assumed a more cheerful aspect. The Banks, with a few comparatively unimportant exceptions, have resumed specie payments; our foreign debt has been in a great measure paid—confidence has been restored, and we have reason to anticipate ere long, a full return of our former prosperity.

Philadelphia has exerted no inconsiderable influence in producing this result. Her solid resources have enabled her, while she suffered less than other of our commercial cities, to extend a helping hand where it was most needed. The old reputation of her merchants has been abundantly sustained by the efforts they have made to meet their engagements, and the success with which these efforts have been crowned. Now, that the convulsion is over, and peace begins once more to settle on the troubled waters, they may expect to reap the reward of their industry and honourable exertions. With capital unimpaired, and character unsullied, they may well look for an increased trade, especially with the rapidly increasing section of country to the West and South.

Our communications with the West were materially obstructed during the last season, by a breach in the Pennsylvania Canal between Hollidaysburg and Huntingdon. A

freight of almost unprecedented violence swept away about thirty miles of canal between those places in the latter part of June. So extensive was the injury, that the canal was not rendered navigable till nearly the close of the season, though every effort was made by the Canal Commissioners, aided by the state government, to repair the injury at the earliest period. Not only was a delay in the transportation of goods the consequence of this misfortune, but the increased expense occasioned by the land carriage round the break, drove large quantities of produce and merchandize into other channels. The chain of communication with the West being now re-united, we cannot doubt, that another year will give us redoubled evidence of the value of our costly improvements, and not only still further add to our business with that growing country, but, from the earlier opening of our Canals in the Spring, will attract to our city no inconsiderable portion of that trade, which has heretofore sought other marts.

✓ The City Tobacco Warehouse was opened for the reception of this important staple, towards the close of March last, and has been found to answer most satisfactorily the end of its erection. During the year, *four thousand three hundred and sixty-six* hogsheads of Tobacco have been inspected in it, nearly all of which were from Kentucky. The shipments to foreign parts during the same period have materially increased, and from the high character of the inspection, there is every reason to anticipate that Philadelphia will soon become one of the leading markets for this article.

The reduction of the Tolls on our State Canals, which took place last spring, has already attached to them a larger share of Cotton, Hemp, Bacon, Flour, and other articles of produce from the West, than has passed by this route on any former year. The amount of Cotton received was about two thousand bales; and of Bacon, six millions four hundred and forty-one thousand pounds. Hemp, upwards of seven hundred and twenty-five thousand three hundred pounds. These amounts would have been greatly increased, but for the unfortunate breach in the Canal previously referred to.

The City Ice Boat has this winter more than repaid all her cost, by the service of a few days in keeping open the navigation during the late inclement weather. On the 9th of this month, she forced a passage through the ice, and aided by the Steam Tow Boats, one of the packet ships was towed to sea through the opening, and two others, with a large fleet of ships and smaller vessels richly freighted, found their way by the same channel to our wharves.—Philadelphia needs nothing so much as a constant and unimpeded access to the Ocean, and requires nothing else to restore to her, not alone her former commercial glory, but a far more extensive trade. Possessing wealth with which perhaps no other of our cities can vie—a river, which with the aid of a complete system of Steam Tow Boats, may be made equal, for all practical commercial purposes, to any other, she must avail herself of these advantages, to be able to guarantee her traders against the danger of an annual embargo of ice. The proposition to erect piers and harbors in the Delaware, at various places below this city, particularly at some point within the state, free from the obstruction of ice, whence goods could be readily conveyed to the city at all seasons without delay, by the Philadelphia and Wilmington Railway, has been much discussed among our citizens, and perhaps too little really attended to. A competent United States Engineer has been for some time engaged in making surveys of the lower part of the river, and is expected in his report to communicate much valuable information on this subject. The mercantile community of Philadelphia have been unjustly, as we believe, charged with the absence of a proper spirit of enterprise in the pursuit of their own interests.—Should they prove negligent on this all important subject, we shall not be found bold enough to venture in their defence.

The erection of a new Custom House has already more

than once formed a topic in the reports of your Directors. The subject is again before Congress. This project needs, and should receive from every one interested in the rapidly increasing trade of our city, a vigorous effort to ensure its success. As a proof of the rapidity with which our trade has increased, we simply state that in 1836, the number of arrivals entered at the Custom House, was four thousand one hundred and eighty-five; in 1837, the number had increased to eight thousand one hundred and eighty-two, and during the past year, the number amounted to eleven thousand three hundred and fifty-four.

The subject of the proposed Dry Dock in this city, has again been agitated in Congress, but your Directors regret to add with but little prospect of immediate success. The amount of money expended by the General Government in this State, has been but little proportioned to her contributions to the public wealth, or her claims upon our common country.

The completion of the Pennsylvania and Ohio Canal continues, from its importance to the trade of Philadelphia, to attract the continued attention of your Board. Another memorial to the Legislature has been presented, urging upon the state, the immediate completion of that portion of the Line of the Pennsylvania State Canal lying between Pittsburgh and Beaver, which will complete an unbroken chain of Canal and Railway communication from Philadelphia to Lake Erie.

The importance to a port located so far as ours is from the ocean, of keeping up an active and efficient communication by means of Tow boats, is too obvious to need illustration. It is the only means by which we can be placed in competition for purposes of foreign trade, with the other Atlantic cities. Such a system established on a liberal scale, if our ship owners could be induced to avail themselves of its services, would, almost without a metaphor, place us in immediate connexion with the ocean, and obviate all the difficulties which have heretofore impeded our trade. But your Board regret to state that the tow-boats already built, have, up to this period, been inadequately sustained, comparatively few avail themselves of their aid during a portion of the year, and it frequently occurs that vessels advertise to take steam, discharge the Tow-boats after passing the Point House, or a few miles further down the river, thus breaking their faith to the public, and failing in a duty which every Philadelphia merchant owes to the city, if not to his own interest, by withholding his share of encouragement from this important enterprise. The consequence is, that the tow-boats are not adequately maintained, and will, unless better supported, be compelled to discontinue their services. This is a subject whose interest is not confined to the merchants of Philadelphia, but extends to all owners of real estate, and every business man within her limits. Your Directors therefore trust that it will be made a subject of general concern.

Philadelphia has not looked unconcerned at the revolution which the last year has produced in the means of navigating the ocean.—Being the mart of her state, whose immense resources of coal, almost all pour their product upon her wharves—surely no port has greater advantages to offer to steam ships from foreign ports, in whose expenditures the article of coal form so large an item, than Philadelphia. A highly respectable and competent committee has been intrusted with the consideration of this subject by our citizens, from whom a report of great interest is daily anxiously expected.*

* This Report has since appeared, and we regret that it cannot appear at length in the present number, as it is an important paper, and a subject of great interest to the community. Its appearance after most of our matter was in type, and its length must be our apology for postponing its publication to a future number. It is recommended to form a company with a capital of \$500,000, which will probably be accomplished. Ed.

The propriety of locating a Railway along the Girard Avenue, we trust, will soon claim the attention of the Board, as the square between Arch and Race streets is to be widened this season.

In closing their report, your Directors would express their gratification as to the prospects of a greatly augmented trade for our city, both foreign and domestic, during the present year. In noticing a similar increase, the report of a former year has attributed it to its proper source, namely, the Internal Improvements prosecuted by the State and by private companies at so large a cost. Having now touched upon all the topics which seemed to your Board particularly to claim attention, they close their report with expressions of gratitude for the prosperity which has heretofore blessed our city with increasing wealth, and honest pride at the well earned integrity with which it has been attended. Trusting that if ever the former be taken from us, we may never sacrifice the latter, without which poverty would be disgrace indeed.

Respectfully submitted on behalf of the Board.

THOS. P. COPE, President.

C. G. CHILDS, Secretary of the Board of Directors.

Philadelphia, Jan. 28th, 1839.

AMERICAN AND FOREIGN TONNAGE.

Statement exhibiting the quantity in tons of American and foreign tonnage employed in the foreign trade of the United States, annually, from 1789 to 1837.

Year ending	American.	Foreign.	Total.
Decem. 31, 1789	127,329	106,654	233,983
1790	354,767	250,746	605,513
1791	363,662	240,548	604,210
1792	414,679	244,278	658,957
1793	447,754	163,566	611,320
1794	525,649	82,974	608,623
1795	580,277	56,832	637,109
1796	675,046	46,846	721,892
1797	608,078	72,757	680,835
1798	522,245	87,760	610,005
1799	624,839	107,583	732,422
1800	682,871	121,403	804,274
1801	849,302	157,270	1,006,572
1802	798,805	145,519	944,324
1803	787,424	163,714	951,138
1804	821,962	122,141	944,103
1805	922,298	87,842	1,010,140
1806	1,044,065	91,084	1,203,021
1807	1,116,241	86,780	1,135,089
1808	538,749	47,674	586,423
1809	605,479	99,205	704,684
1810	908,713	80,316	989,029
1811	948,247	33,202	981,449
1812	668,317	47,098	715,415
1813	237,501	113,827	351,328
1814	59,786	48,301	108,087
1815	700,500	217,413	917,913
1816	877,462	258,724	1,136,186
1817	780,136	212,166	992,302
1818	755,101	161,414	916,515
1819	783,579	85,898	869,477
1820	801,253	78,859	880,112
Sept. 30, 1821	765,098	81,526	846,624
1822	787,961	100,541	888,502
1823	775,271	119,468	894,739
1824	850,033	102,367	952,400
1825	880,754	92,927	973,681
1826	942,206	105,654	1,047,860
1827	918,361	137,589	1,055,950
1828	868,381	150,223	1,018,604
1829	872,949	130,743	1,003,692
1830	967,227	131,900	1,099,127
1831	922,952	281,948	1,204,900
1832	949,622	393,038	1,342,660
1833	1,111,441	496,705	1,608,146
1834	1,074,670	568,052	1,642,722
1835	1,352,653	641,310	1,993,963
1836	1,255,384	680,213	1,935,597
1837	1,299,720	765,703	2,065,423

COAL TRADE.

The following statement of the Coal Trade of this State, is taken from that valuable paper, the "Miner's Journal."

We have prepared the following table with the assistance of one of our most practical citizens, which tends to show the actual amount of capital engaged in our region. The estimates of public and private railways have been made this season, and the amount of real estate embraced in the mining towns, wharves, &c. is calculated at a fair increase from 1833, when a more particular investigation was made on their worth. The working capital, which we have placed at a half million, is the minimum estimate, at which rate we have likewise placed all the others. There are ten steam engines for raising coal in the region, nine of which are worked as follows, one belonging to the North American Coal Company being unemployed at present:

2 By George H. Potts, on the Tunnel and Black Mine veins, in the borough.

1 by Potts & Bannan, on the Tunnel, Black Mine and Lawton veins, in this borough.

1 by Samuel Lewis, on the Salem vein, in this borough.

1 by Charles Ellet, on the Salem vein, at Port Carbon.

1 by F. B. Nicholas, on the Lewis vein, two miles up the Valley rail road.

1 by William Wallace & Co., on the same tract.

1 by John Stanton on the West Branch, supposed to be the Black vein.

2 by N. A. Coal Co. on the Spohn vein, Centreville tract, one not worked.

The other collieries, about 120 in number, are worked above the water level, but several of them will require engines next year. We may then calculate the extent and worth of our mining operations, at the close of the Schuylkill navigation this year, as follows:

38 miles public incorporated railway,	\$ 355,000
48 " lateral railway above ground,	100,000
45 " do under "	18,000
1725 large freight wagons for rail roads,	129,375
129 Collieries, including drift wagons, fixtures, &c.	258,000
831 canal boats, with horses, tackle, &c.	384,000
60,000 acres coal land, averaging \$ 50,	3,000,000
Working capital employed on collieries,	500,000
10 steam engines, with pumping apparatus, &c.	150,000
Towns built for the accommodation of the mining population, wharves, &c. estimated at 25 per cent. advance from 1833,	2,500,000
	\$ 7,394,375

THE COAL TRADE FOR 1838.—The following is the quantity of Coal shipped from the different regions in 1837 and 1838:

	1837.	1838.
Schuylkill,	523,152	431,719
Lehigh,	192,595	152,699
Lackawana,	115,387	78,207
Beaver Meadows,	33,517	44,966
Hazleton,		14,221
Laurel Hill,		2,001
	864,751	723,813
	723,813	

Decrease in 1838, 140,938 tons.

The consumption of Coal, as near as can be ascertained, was

		Annual increase.
In 1831	177,000	
1832	329,000	150,000
1833	413,000	84,000
1834	456,000	41,000
1835	556,000	100,000
1836	682,000	126,000
1837	664,000	decrease.

The consumption for last year, owing to the ruinous effects of the government experiments on the currency, causing a general depression of business, and the almost total cessation of the manufacturing operations throughout the country, was about 20,000 tons less than the preceding year. This produced a consequent dullness in the Coal Trade the past season, which has been almost ruinous to all engaged in it. The quantity on hand at the opening of the navigation in 1838, over and above last year's consumption at all the different depots, has been estimated at 200,000 tons: this may probably supply the deficiency of this year's trade, and allow for the resumed operation of the manufactories. For if to the supply of this year 723,813 tons, we add the 200,000 surplusage of the last, we have in market 923,813 tons to meet the demand, giving 254,000 tons over and above the consumption of last year. This quantity, should the winter continue as severe as it has set in, and the manufactories continue their operations, will probably all be consumed before the opening of the navigation next spring.

ANTHRACITE COAL TRADE OF THE UNITED STATES.—The following table exhibits the quantity of Anthracite Coal sent to market from the commencement of the trade in 1820 up to 1839, showing the annual increase and decrease:

Years.	Tons.	Increase.	Decrease.
1820	365		
1821	1,073	608	
1822	2,440	1,167	
1823	6,823	3,583	
1824	9,541	3,718	
1825	33,493	23,852	
1826	48,047	14,644	
1827	61,655	13,618	
1828	77,395	15,730	
1829	105,083	27,688	
1830	181,000	85,917	
1831	177,000		4,000
1832	279,000	202,000	
1833	488,000	119,000	
1834	877,486		110,514
1835	555,936	179,450	
1836	682,428	125,463	
1837	864,751	178,341	
1838	723,813		140,938

The above tables show the great importance which should be attached to the Anthracite Coal Trade, in a National point of view; as likewise the immense sums which have been invested by capitalists in this Coal Region alone. Our estimates may possibly differ from those of some of our friends, but we have generally taken a fair average where there are discrepancies of opinion.

Possessed of such an inexhaustible supply of mineral wealth, which recent improvements in the smelting of iron ore rendered even more valuable, we may place our State among the richest of those favored by nature. Iron and coal are more useful, and consequently of more intrinsic value than the precious metals; and therefore while we continue to add yearly to the revenue of our State, and disperse our gifts to the country at large, we will not envy Mexico, Peru, or India, their mines of gold and silver; those dangerous gifts, which, like the gilded box of Pandora, have entailed crime and misery on their possessors; and from whose baleful influence, the spirit of Freedom and Knowledge flies as from a withering pestilence.

IMPORTS OF ENGLISH GOODS.

The Boston Daily Advertiser says:—We are indebted to a mercantile friend, for a comparative statement of the exports of Cotton and Woollen goods, from Liverpool to the principal ports of the United States, within the three last summers. According to this statement, the quantities of the articles named, exported in the respective years, from April to September, were as follows, viz:—

PACKAGES OF COTTON GOODS.					
	To N. York	Philad. Baltimore.	Boston.	Total.	
1836,	15,656	2,027	528	1,949	20,140
1837,	1,638	140	41	23	1,842
1838,	4,705	932	540	320	6,507
WOOLLEN GOODS.					
1836,	12,661	2,342	1,474	1621	18,096
1837,	4,107	903	369	21	4,400
1838,	5,163	1,210	844	285	7,502
WORSTED STUFFS.					
1836,	4,826	271	175	1415	6,687
1837,	2,169	532	122	167	2,990
1838,	3,613	452	90	221	4,376
BLANKETS.					
1836,	3,213	716	138	294	4,361
1837,	1,750	183	183	48	2,109
1838,	1,078	101	45	76	1,300

BUSINESS OF THE NEW YORK CUSTOM HOUSE.

Packages sent to the Appraiser's store for examination, in the month of January, in the following years. It will be remembered that 1836 was the great year for importations:—

Year.	Year.	Year.
1836	1838	1839
No. packages,	No. packages,	No. packages.
5440	1844	7902

Showing an excess this year over last, of 6058 packages, and over 1836, of 2462 packages.

PRICES OF STOCKS

At Philadelphia and New York in January, 1839, ascertained from the average of Sales in each City on the 2d, 9th, 16th, 23d, and 30th, with the total number of Shares sold on those days.

PHILADELPHIA.		NEW YORK.	
Shares.	Price.	Shares.	Price.
United States Bank	29 - \$120	773	\$119 80
Girard do.	254	51	50
Vicksburg Comm and Railroad Bank	750	78	50
Kentucky Bank	378	91	25
N. Orleans Gas Bank	30	21	50
Pennsylvania do.	7	489	
Philadelphia do.	5	108	
Schuylkill do.	148	49	75
Union Bank, Tenn.	33	91	50
Comm. do. Cinn.	75	107	50
State fives 1840	\$100	95	
Do. do. 1841	1,000	98	
Do. do. 1850	4,000	99	
Lehigh sixes 1848	5,800	100	25
Do. do. 1849	500	99	50
Ohio do. 1850	1,500	104	
Philada. Loan	10	23	
Schy'll. Nav.	7	147	14
Reading Railroad	47	50	
Morris Canal	10	70	
Philada. Savings	50	23	75
Lehigh Coal	5	91	25
Stonington Railroad	165	23	75
Philada. and Trenton	15	118	50
Ohio Life and Trust		381	108
Harlem Railroad		2,338	57
Long Island Railroad		650	60
Boston and Worcester		60	105
N. O. City Bank		20	109
Delaware and Hudson		3,077	80
Lafayette Bank, Cinn.		100	95
N. Jersey Railroad		412	105
N. Y., Prov. and Boston		95	104
Mohawk Railroad		920	70
Patterson do.		1,065	65

UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I.

PHILADELPHIA, WEDNESDAY, JULY 3, 1839.

No. 2.

A specimen number of the Register was published in February last, and extensively circulated throughout the United States. The very respectable patronage received, has induced us to proceed, with the present sheet, to the regular publication of the work. Its general nature and design are detailed in the following prospectus; but a fair opinion of its character and importance can alone be formed after a perusal of several numbers—the variety of subjects embraced in the plan, rendering a full development of it impracticable in a single number. Our intention is, to render the Register a valuable repository of facts and documents, to which reference may be made by all classes of persons, desiring information respecting the commerce and general statistics of the United States.

PROSPECTUS.

Among all the well-conducted "Prices Current," and other vehicles of intelligence, relating to passing events, there is no publication to which the merchant or statesman can refer, for that permanent kind of information respecting the commerce of the United States, which is often of importance to persons engaged in mercantile pursuits. Such a desideratum it is the object of the proposed publication to supply—by furnishing, in a convenient form, a repository of documents, facts, and statistical information of every kind, connected with commerce. It will also serve as a channel for communicating the views of mercantile men on points of national policy, which persons engaged in commerce are most competent to understand and estimate. Enlarged views of the rise, progress, and present condition of commerce, in connexion with its collateral subjects, will be furnished; which, while they are useful to the merchant of the present period, will prove instructive to those whom he is qualifying to succeed him. The work will also embrace a considerable amount of information in regard to the colonial and revolutionary history, in which (especially the latter,) American merchants enacted so conspicuous and important a part.

The establishment of Mercantile Libraries, and other commercial associations, is indicative of a disposition to obtain and disseminate information, especially among the juvenile portion of our citizens engaged in commercial pursuits, and encourages a hope that the publication now offered, will also merit and receive a share of public favour.

The following outline of the plan of the work will exhibit its general nature:

1. Statistical Tables of the foreign commerce and navigation of the United States, and of each state, furnishing in considerable detail, comparative views of their past and present condition.

VOL. I.—2.

2. Documents and facts in relation to the early history of the commerce of the United States, especially those tending to illustrate its important influence in effecting the independence of the country.

3. Statistical tables of internal commerce, by means of canals, rail-roads, and steamboats—also, reports embracing the rise, progress, and present state of internal improvements. The coal trade will receive special attention.

4. Commercial Treaties between the United States and other countries.

5. Reports to, and acts of, Congress, and the state legislatures; as well as of the public departments, in relation to commerce.

6. Important Judicial decisions of cases establishing commercial principles and practice.

7. Account of moneys, weights, measures, and exchanges of different countries. Also, operations of the mint, and condition of the currency in the United States.

8. A description of the most important articles of merchandize, with some account of the countries which produce them, and of the mode and extent of their culture or manufacture, especially in the United States.

9. An account of the various Banks, and Insurance companies of the United States, exhibiting their capitals, dividends, and periodical statements.

10. An account of the principal Exchange and other commercial associations or institutions.

11. Modes of transacting business with different countries, embracing commissions, allowances, port charges, &c.

12. Naval record of remarkable circumstances and facts attending merchant vessels; also, of improvements in their construction, and in the general principles of navigation.

13. Notices of the Navy of the United States, as connected with the honour of the country and the protection of its commerce, &c.

14. Well written original and selected essays or papers on commercial subjects, and temperate discussions of national questions affecting the commercial interests of the United States.

15. Biographical and obituary notices of eminent merchants.

16. Miscellaneous information, calculated to be useful or instructive to merchants.

17. Financial operations and condition of the United States, and of the different states; and also their general statistics.

18. Occasional and comparative sales of Stocks.

19. Statistics of manufactures and agriculture as connected with commerce.

CONDITIONS.

The work shall be printed weekly—upon an Imperial sheet, of good quality, in octavo form; each number to contain 16 pages—forming two volumes per annum—each volume to be accompanied by an Index.

The price to subscribers will be Five Dollars per annum, payable on the first of January of each year. No subscriptions for less than a year. Subscribers out of the principal cities to pay in advance.

It will be delivered to subscribers in the city, and deposited in the post office for those at a distance, (unless otherwise ordered,) as soon as possible after publication.

SAMUEL HAZARD,
Editor of the Register of Pennsylvania,
No. 79 Dock Street, Philada.

We have been favoured with the following commendatory resolution of the Mercantile Library Company of Philadelphia.

At a meeting of the Board of Directors of the "Mercantile Library Company of Philadelphia," held June 16th, 1839, the following resolution was offered, and unanimously adopted:

"Resolved, That the Board of Directors of the 'Mercantile Library Company,' having been informed that a periodical Paper, chiefly devoted to statistics of commerce, finance, and subjects connected with trade generally, is about to be published in this city by SAMUEL HAZARD, Esq., hereby express their approbation of the plan and design of the Paper, and earnestly recommend it to the support of the members of this Association, and invite toward it the patronage of the business men of Philadelphia."

Extracted from the minutes.

SAMUEL C. MORTON, Sec'y.
Philada., June 17. 1839.

Subscribers who have not retained the first number, will be supplied with it upon application to the Editor, No. 79 Dock street, or at the printing office, 112 Chesnut street.

STEAMBOATS AND ENGINES IN THE UNITED STATES

At the last session of Congress, a report was made by the Secretary of the Treasury, transmitting information required by a resolution of the previous session, in relation to steamboats and engines. From this report the following facts are derived and Tables compiled:

It appears that the whole number of steam engines of every kind in the United States, reckoning one to each boat, is 3,010; of these, 2,653 have been ascertained, and 357 estimated; of this whole number, 700 have been ascertained, and 100 estimated to be in steamboats—about 350 are employed on rail-roads in locomotives. The residue 1,880 are used in manufactories; of these, 1,616 are ascertained.

It is computed that about 260 accidents have occurred in the use of steam engines in the United States, occasioning loss of life, or much injury to property—253 are ascertained—Of such accidents, explosion and disasters to steamboats appear to have constituted a great portion of the whole, and are supposed to have amounted to 230, of which 215 are ascertained. The first instance is believed to have occurred on the Ohio, in 1816, in the Washington.

The accidents to locomotives and others in the United States amount to only 28; and only 2 in locomotives by explosion of boilers.

About 99 of the accidents on boats were by explosion of boilers, bursting of some part of the engine, or collapse;

25 by shipwreck from collision, gales, &c.; 28 by fire; 52 by snags or sawyers; and 24 by other causes, or unknown.

The number of lives lost is estimated at 2,000, though some suppose it to be treble,—only 1,676 killed, and 443 wounded in steamboats are ascertained—and 37 killed and 98 wounded by locomotives and standing engines.

The loss of property is estimated at five or six millions of dollar, which would be an average of about \$25,000 for each boat and cargo.

"Since the employment of steamboats in the United States, it is computed that quite 1,300 have been built here. Of these, about 260 have been lost by various accidents, as many as 240 worn out, and the rest are now running.

"The first steamboat used for practical purposes here, (or indeed in any part of the world,) was in 1807, on the Hudson river, in the State of New York. She was built by Fulton, called "The North River," with an engine of only 18 horse power, and made the passage between Albany and New York in thirty-three hours. Though with a steam-engine manufactured abroad by Boulton & Watt, yet no boat was launched in Europe, that proved successful in practice till five years after, by Mr. Bell, at Glasgow, in 1812. At that time, the Car of Neptune, built in 1808, the Paragon, in 1811, and the Richmond, in 1812, were all, in addition to the boat first built, running from New York. Rumsey is known to have made experiments on a small scale as to steamboats, in Virginia, as early as A. D. 1787; but they were not reduced to any practical use. Both he and Fitch commenced trials in this country as early as 1783 and 1784, and Oliver Evans in 1785 and 1786. They had been preceded in France, in 1792, by the Marquis d'Jeauffrey, and the idea of applying steam in boats had been suggested in England as early as 1736, by Jonathan Hulls.

"The whole number of steamboats ascertained and estimated to be now in this country is 800. In England, in 1836, the whole number is computed to have been 600. On the Western and Southwestern waters alone, near 400 are now supposed to be running, where none were used till 1811, and where, in 1834, the number was computed to be only 234. Of these 400, about 141 are estimated. On the Ohio river alone, in A. D. 1837, about 413 different steamboats are reported to have passed through the Louisville and Portland canal, besides all below and above, which never passed through. But it deserves notice, that of those 413 near 60 went out of use by accidents, decay, &c. within that year; and several of the others, viz. 104, were new, and many of them, probably, were destined to run on other rivers. As an illustration of the rapid increase of business in steamboats on the Ohio, the number of passages by them through the Louisville canal increased from 406, in A. D. 1831, to 1,501, in A. D. 1837, or nearly fourfold in six years. About 70 boats were running, the present year, on the Northwestern lakes, where, a few years since, the number was very small, having been, in 1835, only 25. Of the 800 steamboats now in the United States, the greatest number ascertained to be in any State, is 140, in the State of New York.

"It is a matter of surprise, that so few of these are sea-going vessels, considering that the first steamboat which ever crossed the Atlantic was built in New York, as long ago as 1819, and went from Savannah (the place after which she was called) to Liverpool in 26 days; and that the Robert Fulton, as early as 1822, made several trips to New Orleans and Havanna. A similar remark applies to the circumstance, that only one of the whole number is a public vessel of war, when the first steam vessel of that kind ever launched was the Fulton, and was built in this country as long ago as A. D. 1815. The Government of the United States never owned but two steam vessels of war—both called the Fulton. The first one was lost, by accident, in 1829; and now there is only the other, before alluded to, built in 1838. It has, however, 13 other steam vessels, employed by the War Department on the public works, and in transportation of troops and stores.

"Of the whole number of locomotives in the United States propelled by steam, being about 350, the most which

have been ascertained in any State is 96, in the State of Pennsylvania.

"None of them were introduced here till A. D. 1831, though they now run on nearly 1,500 miles of rail-road. The first one, it is believed, was in the State of Delaware, on the Newcastle rail-road; the second, in Maryland, on the Baltimore and Ohio rail-road; and the third, between New Orleans and lake Pontchartrain, in the State of Louisiana. They had been tried in this country, by Oliver Evans, as early as 1804, and in England as early as 1805; but not reduced to useful practice in the latter till 1814, for freight, and in A. D. 1830, for passengers and speed. One succeeded on a common road from London to Bath, in 1829. Of the whole number of other steam machines in the United States, (being about 1,360,) the State of Pennsylvania has the most ascertained, being 383. The number in some States is not accurately ascertained; but near 300 more are ascertained and computed to exist in Louisiana alone. The introduction of them here, and especially with the high-pressure machinery, was much promoted by Oliver Evans, about A. D. 1804. The first of them in use in the United States was in A. D. 1787, in the State of New Jersey, for raising water and earth from mines. The next were about 1791, in a cotton factory at Kensington, near Philadelphia; and soon after in saw-mills, and iron slitting and rolling mills, at Pittsburg. The power has been known in England to be applicable to mechanical uses, since the experiments of the Marquis of Worcester, in 1663. It is claimed by some that he was preceded in France (and a pamphlet published on the subject as early as 1615,) by Solomon de Caus. But the views of the latter, like many who preceded even him in the knowledge of steam as a moving power, are supposed to have been rather theoretical than practical. Several machines were made in England as early as 1720; and Watt's first patent was taken out, for improvements in them, as early as 1769. But they were not, even there, very extensively and successfully applied to mills and manufactories till 1785, though 18 large engines were employed in the mines of Cornwall as early as A. D. 1770; and a flour-mill, with 20 pairs of stones, was moved by steam in London, A. D. 1784.

"The greatest employment of these in the South is in the sugar manufacture, and in cleaning and pressing cotton; in the West, in saw and grist mills, and in various manufactures of iron machinery and tools; and in the East, in mills, in printing, in cotton manufactories, and the public works at navy yards and armories.

"The Government of the United States owns 17 of these, they being employed at their navy yards to empty docks, saw timber, &c., and, at some arsenals and armories, in manufacturing arms.

"The tonnage of all the steamboats in the United States is computed to exceed 155,473. Of this, 137,473 is in boats ascertained or reported. By the official returns, the whole tonnage would now, probably, equal near 160,000 tons having been, in A. D. 1837, equal to 153,660. Many boats included in those returns have been lost or worn out, and several new ones built since. In England, the tonnage is estimated to have been 67,969 in A. D. 1836. The tonnage to each boat here averages about 200; and the estimates, where the returns have been defective, were made on that basis. The power employed in all steam-engines in the United States, is ascertained and estimated at 100,318 horse-power; of this, 12,140 only is in engines, estimated, and not returned. In the aggregate, all this new mechanical force would be equal to the power of 601,808 men. Of this force, 57,019 horse-power is computed to be in steamboats; 6,980 in rail-roads; and the rest, being 36,319, in other engines. This averages about 70-horse-power to each boat, or one horse to between two and three tons, and less than 20-horse-power to each of the other engines. It is a striking fact, that the steam-power employed in only standing engines, is equal to about two-thirds of all that is used in steamboats. The largest boat in the United States is supposed to be the Natchez, of 860 tons, and near 900 horse-power, destined to run between New York and Mis-

issippi; the Illinois and the Madison on lake Erie, are the next in size, the former being 755, and the latter 700 tons; the Massachusetts, in Long Is and sound, is the next largest, being 626 tons; and the Buffalo, on lake Erie, next, being of 613 tons. The largest boats passing Louisville, in 1837, were the Uncle Sam, of 447 tons, and the Mogul, of 414 tons; though below Louisville, the Mediterranean, of 490 tons, and the North America, of 445 tons, on the Ohio, and the St. Louis, of 550 tons, on the Mississippi, are running. The greatest loss of life well authenticated on any one occasion in a steamboat, appears to have been by collision, and consequent sinking, in the case of the Monmouth, in A. D. 1837, on the Mississippi river, by which 320 lives were lost. The next greatest were by explosions: of the Oronoka, in 1838, on the same river, by which 130 or more lives were lost; and of the Moselle, at Cincinnati, Ohio, by which 100 or 120 persons were destroyed. The greatest injury to life by accidents to boats from snags and sawyers, appears to have been 13 lost in 1834, in the case of the St. Louis, on the Mississippi river. The greatest by shipwrecks, was in the case of the Home, in 1837, on the coast of North Carolina, where 100 persons were lost. The greatest by fire, happened in the Ben Sherrod, on the Mississippi river, in 1837, where near 180 perished. The number of steamboats built in the United States in A. D. 1834, was 89; but in 1837 it was 134, or had increased over 50 per cent. in three years. The places where the greatest number of steamboats, and other steam machines, appear to have been constructed in this country, are Pittsburg, Cincinnati, and Louisville, on the Western waters; and New York, Philadelphia, and Baltimore, on the Atlantic. At Louisville alone, from 1819 to 1838, there appeared to have been built 244 steam-engines, of which 62 were for boats. The fuel originally used in steamboats in the United States, was wood; but, of late years, bituminous coal has, in many instances, been substituted, and, in several, anthracite coal. The latter, from the small space it occupies, would seem to possess a decided advantage, in sea-going vessels as well as in locomotives.

"Some steamboats made of iron, are believed to be in use in Georgia, if not in other parts of this country, though none of that material have been manufactured here."

"Of the whole number of steamboats, respecting which returns have been received, 351 are in use on the waters of the Atlantic and Gulf of Mexico, 64 on the great North-western lakes, and 285 on the waters of the Mississippi valley, viz.

	High pressure.	Low pressure.	Not known
Atlantic and Gulf of Mexico	92	222	37
North-western lakes	82	31	1
Mississippi valley	284	1	—
Total	408	254	38

Tonnage, so far as returned.

	High pressure.	Low pressure.	Total.
Atlantic and Gulf of Mexico	10,477	55,489	65,966
North-western lakes	7,996	9,301	17,287
Mississippi valley	43,440	—	43,440
Tons	61,903	64,770	126,673

No returns were made of the tonnage of 45 boats on the waters of the Atlantic, nor of the tonnage of 9 boats on the Mississippi and Ohio. The character of the engine of one small boat on the North-western lakes is not mentioned in the returns; this would require an addition to the tonnage of the 54 ascertained boats, estimated at 200 tons each, of

10,800

Making a probable aggregate, in all the ascertained boats, equal to

Tons 137,473

<i>Horse-power, so far as returned.</i>				Brought over	
	High pressure.	Low pressure.	Total.	Add, for 100 boats computed not to be returned, but whose horse-power is estimated at 70 each	
Atlantic and Gulf of Mexico	2,927	10,391	13,318	Ascertained and estimated total of horse-power in boats	
Northwestern lakes	2,910	2,947	5,857		
Mississippi valley	15,934		15,934		
Total	21,771	13,338	35,109		

Estimated for the 213 boats, hereafter explained, in which the horse-power was not returned, at 70 for each boat, (and which is not far from the average,) in the U. S. 14,910

Making an aggregate of horse-power in the 700 boats returned, equal to 50,019

No returns of the power of the engines in 139 boats on the waters of the Atlantic and Gulf of Mexico, of 1 on the Western lakes, and of 73 in the valley of the Mississippi.

No returns have been given, in several cases, of the power of locomotives and stationary engines. In the latter cases, they have been estimated on the data of about 20 horse-power to each engine on an average; and in boats, at 70-horse-power for each.

The tonnage of boats has, when not returned accurately, been estimated on an average at 200 tons.

Statement of the Number of Steamboats and their Tonnage in each state so far as returns have been received in December, 1838.—Also of the amount of tonnage of Steam-vessels in each state, September 30, 1837, according to the annual statement of the Commerce and Navigation of the U. S., and the numbers built in 1837. Also, of the Locomotives and Rail Road Engines, and standing Steam Engines, showing their power, and the period when introduced into each State.

STATES.	STEAMBOATS.				LOCOMOTIVES & RAIL R. ENGINES.			STANDING STEAM ENGINES.		
	No. built in 1837 per return Sept. 30, 1837.	Tonnage in 1837	No. of vessels per return December, 1838	Tonnage, December, 1838.	Number	Power	Period when introduced into use in the State.	Number	Power	Period when introduced into use in the State.
Maine			8	1,609	2	20	1836	41	765	1838
New Hampshire			1	215	no	ret'n		6	102	1833
Vermont			4	903	no	ret'n		no	ret'n	
Massachusetts	1	171	12	1,443	37	1130	1832	165	2244	1837
Rhode Island	1	965	2	698	6	200	1837	58	1430	1828
Connecticut	1	2,641	19	4,103	*			47	315	1836
New York	16	24,431	140	29,708	28	560	1832	87	1425	
New Jersey		444	21	3,757	32	640	1832	32	516	1787 to 1834
Pennsylvania	48	19,331	134	18,243	96	1920	1832	383	7448	1791 to 1810
Delaware		373	3	494	14	280	1831	11	88	1825
Maryland	4	7,135	19	6,800	31	520	1832	56	683	1818
District of Columbia	1	1,477	5	801	†			13	206	1827
Virginia		1,667	16	1,970	34	397	1834	124	1567	1821
North Carolina	1	521	11	2,014	5	68	1836	20	751	1821
South Carolina	5	4,715	22	4,794	27	347	1832	40	675	1819
Georgia	2	4,521	29	4,273	3	60	1837	23	799	1827
Florida		1,194	17	1,974	2	24	1836	8	215	1833
Alabama		4,396	18	2,703	1	36	1837	40	800‡	
Louisiana	9	54,421	30	4,986	10	276	1832	274	7796	1821
Arkansas										
Mississippi	no ret'n									
Tennessee	2	5,193	no ret'n					no	return	
Kentucky, including part of Indiana		1,714	41	8,356	2	20		no	return	
Missouri and Illinois, in part		3,668	42	7,967	no	ret'n		56	1120	1837 & 1838
Indiana included in part with Kentucky										
Ohio	42	12,375	79	15,396	1	40	1838	83	1786	1828
Michigan and Wisconsin, in part	1	2,193	13	2,611	6	182	1836	32	368	1828
Iowa	no ret'n				no	ret'n				
U. S. Government—Navy Department			1	900						
War do.			4					17	340	
Engineer do.			9							
Ascertained per returns	134	153,660	700	126,673	337	6720		1616	31439	
Est. of those not ret'ned			100		13	260		244	4880	

* Included in Rhode Island.

† Included with Maryland.

‡ Partly estimated.

In 58 of the above boats, the tonnage not being returned, is estimated at 10,800 tons more, making an aggregate of 137,473 in the ascertained boats.

The number and the amount of Tonnage are known to be greater than here stated.

It is estimated that 100 boats have not been returned, which, at 200 tons each, would be 20,000 tons more, or 157,473.

SALT WORKS IN NEW YORK.

From a report made to the Legislature in January last, the following facts appear:

Some new manufactories have been erected, and a few manufacturers have enlarged their cisterns.

The legislature appropriated in 1838 \$8000 for the purpose of sinking a shaft or well 600 feet in depth, in the village of Salina, and a well has been sunk to the depth of 550 feet, which will cost about \$3600, including \$500 for a set of drill poles.

From some cause unknown, the brine obtained at one of the wells in the village of Geddes, during the present season, has been from three to seven per cent. weaker than that usual in other villages.

The principal well is now 120 feet deep and 3½ inches in diameter; it is proposed to increase the depth to 160 or 180 feet, and the diameter to 6½ inches, and to tube it so as to include the surface water—to cost about \$450.

A Well has been opened in Salina, and one in Syracuse. That at Salina was sunk 100 feet, and brine of strong quality was found, but so limited in quantity as to be useless—it has been abandoned. The well at Syracuse is 150 feet deep, and brine of good quality is obtained.

The quantity of salt manufactured in 1838 exceeds that of 1837 by 413,745 bushels; and of 1836 by 662,175 bushels. The nett revenue of 1838 amounts to \$23,866.88 more than in 1837, and is \$35,366.80 more than in 1836.

The annual increase since 1826, with the exception of 1836 and 1837, appears to be about equal to a ratio doubling the quantity in nine years and trebling in twelve. At the same rate for the next twelve years the quantity would be little less than eight millions of bushels, yielding a revenue at six cents per bushel, of about half a million of dollars.

Statement of the revenue accruing from the Onondaga Salt Springs, from the year 1817 to 1825.

The nett revenue from the duties on salt, as appears by the books in the Comptroller's office, was

In 1818	-	-	-	-	\$36,536	62
1819	-	-	-	-	62,569	10
1820	-	-	-	-	67,703	12
1821	-	-	-	-	57,588	00
1822*	-	-	-	-	58,834	74
1823	-	-	-	-	75,807	89
1824	-	-	-	-	93,553	92

A table showing the amount of Salt inspected annually from 1826 to 1838, and the annual increase of the same.

1826	-	-	-	827,508	Increase.
1827	-	-	-	983,410	155,902
1828	-	-	-	1,160,888	177,478
1829	-	-	-	1,291,280	130,392
1830	-	-	-	1,435,446	144,166
1831	-	-	-	1,514,037	78,591
1832	-	-	-	1,652,985	138,948
1833	-	-	-	1,839,646	185,661
1834	-	-	-	1,943,252	104,606
1835	-	-	-	2,209,867	266,615
1836	-	-	-	1,912,858	
1837	-	-	-	2,161,287	248,429
1838	-	-	-	2,575,083	413,745

Salt inspected in 1838.

			Bushels.	lbs.
Salina,	-	-	-	1,259,210.08
Syracuse,	-	-	-	553,549.38
Liverpool,	-	-	-	540,147.49
Geddes,	-	-	-	222,125.14
Total				2,575,032.53—56ths.

* Act passed allowing a bounty of three cents per measured bushel on coarse salt sent to the Hudson, Lake Erie, or Canada.

Number of manufactories in the Town of Salina,

January 1, 1839,	-	-	-	144
Do. " pans and kettles,	-	-	-	4,478
Do. " superficial feet of vats,	-	-	-	6,948
Do. " gallons in kettles,	-	-	-	344,487

Course Salt Companies.

			Superficial feet of Vats.
Onondaga Salt Company,	-	-	618,000
Syracuse do.	-	-	668,488
Henry Gifford, do.	-	-	119,808
S. C. Brewster, do.	at Geddes,	-	67,198
			1,473,494

**Exports of Silk from Georgia,
From 1755 to 1773.**

In Bernard Roman's History of Florida, we find a statement of the Exports from Georgia for three years. One of the articles is raw Silk. As considerable interest is felt in the production of this article, and some doubts have been expressed as to the ultimate success of the various projects now in operation, it may be useful to show, occasionally, what has been heretofore accomplished. With this view, the following statement is presented:

1755—6	438 lbs.
1757	268
1758	358
1759	358
1760	734
1761	558
1762	333
1763	380
1764	953
1765	898
1766	711
1767	1084
1768	671
1769	541
1770	332
1771	290
1772	438
1773	485

Pounds 9829—in 18 years being an average of 546 pounds per annum.

Appointments by the President.

Ely Moore, Surveyor of the District and Inspector of the Revenue for the port of New York, to take effect on the 1st of July next, in the place of Hector Craig.

Hermanus Bleeker, of New York, to be Charge d'Affaires of the United States at the Hague, in place of Auguste Davezac, recalled.

A General View of the Commerce of the U. S.

From 1789 to 1837.

The following table has been compiled from various documents submitted at different times to Congress. Prior to 1803 no distinction was made between foreign and domestic exports, their combined value is therefore given to the close of 1802. The exports and imports are for the commercial years ending September 30. The other columns represent the revenue years ending December 31. The navigation of the United States will be exhibited in distinct tables. In the present number will be found the first of a series of tables showing the commerce of each state, commencing with New York. We have not received the official statement of commerce and navigation for 1838, and therefore close the table with 1837, reserving for a future number, a full view of the commerce of last year.

A GENERAL VIEW OF THE COMMERCE OF THE UNITED STATES,

Year.	EXPORTS.		Total.	VALUE OF IMPORTS.			Paid into Treasury.
	Domestic.	Foreign.		Imports.	Free of Duty.	Paying Duty.	
1791	.....	.....	19,012,041	52,200,000	.....	.....	6,494,225
1792	.....	.....	20,753,098	31,500,000	.....	.....	4,938,075
1793	.....	.....	26,109,572	31,100,000	.....	.....	6,598,445
1794	.....	.....	33,026,233	34,600,000	.....	.....	8,588,383
1795	.....	.....	47,989,472	69,756,268	.....	.....	11,163,370
1796	.....	.....	67,064,097	81,436,164	.....	.....	12,581,167
1797	.....	.....	56,850,206	75,379,406	.....	.....	12,866,985
1798	.....	.....	61,527,097	68,551,700	.....	.....	11,511,678
1799	.....	.....	78,665,522	79,068,148	.....	.....	15,460,001
1800	.....	.....	70,971,780	91,252,768	.....	.....	16,173,191
1801	.....	.....	94,115,925	111,363,511	.....	.....	20,086,203
1802	.....	.....	72,483,160	76,333,333	.....	.....	14,843,133
1803	42,205,961	13,594,072	55,800,033	64,666,866	.....	.....	14,265,346
1804	41,467,477	36,231,597	77,699,074	85,000,000	.....	.....	20,498,810
1805	42,887,002	53,179,019	95,566,021	120,000,000	.....	.....	23,534,163
1806	41,253,727	60,283,236	101,536,963	129,000,000	.....	.....	26,199,247
1807	48,699,592	59,643,558	108,343,150	138,500,000	.....	.....	26,977,675
1808	9,433,546	12,997,414	22,430,960	56,990,000	.....	.....	11,170,396
1809	31,405,700	20,797,531	52,203,231	59,430,000	.....	.....	11,665,354
1810	42,366,679	24,391,295	66,757,974	85,400,000	.....	.....	18,561,712
1811	45,294,041	16,022,790	61,316,831	63,400,000	.....	.....	10,427,412
1812	30,032,109	8,495,127	38,527,236	77,030,000	.....	.....	14,992,598
1813	25,008,152	2,847,845	27,855,997	22,005,000	.....	.....	7,378,736
1814	6,782,272	145,169	6,927,441	12,965,000	.....	.....	4,362,061
1815	45,974,403	6,583,350	52,557,753	113,041,374	.....	.....	38,084,952
1816	64,781,896	17,138,556	81,920,452	147,103,000	.....	.....	32,810,986
1817	68,318,500	19,358,069	87,671,569	99,250,000	.....	.....	22,132,547
1818	73,854,437	19,426,696	93,281,133	121,750,000	.....	.....	25,857,156
1819	50,976,838	19,165,683	70,142,521	87,125,000	.....	.....	21,345,458
1820	51,683,640	18,008,029	69,691,669	74,450,000	.....	.....	16,591,215
1821	43,671,894	21,302,488	64,974,382	62,585,724	10,082,313	52,503,411	18,728,072
1822	49,874,079	22,286,202	72,160,281	83,241,541	7,298,708	75,942,833	24,093,343
1823	47,155,408	27,543,622	74,699,030	77,579,267	9,048,288	68,530,979	22,416,270
1824	50,649,500	25,337,157	75,986,657	80,549,007	12,563,773	67,985,234	25,516,962
1825	66,944,745	32,590,643	99,535,388	96,340,075	10,947,510	85,392,565	31,681,769
1826	53,055,710	24,539,612	77,595,322	84,974,477	12,567,769	72,406,708	26,099,246
1827	68,921,691	23,403,136	92,324,827	79,484,068	11,855,104	67,628,964	27,961,720
1828	50,669,669	21,595,017	72,264,686	88,509,824	12,379,176	76,130,648	29,964,759
1829	55,790,193	16,658,478	72,448,671	74,492,527	11,805,501	62,687,026	27,697,649
1830	59,462,029	14,387,479	73,849,508	70,876,920	12,746,245	58,130,675	28,310,209
1831	61,277,057	20,038,626	81,315,683	103,191,134	13,456,625	89,734,499	36,616,307
1832	63,137,470	24,039,473	87,176,943	101,029,266	14,249,453	86,779,815	29,356,057
1833	70,317,698	19,822,785	90,140,483	108,118,311	32,147,950	75,970,361	24,196,104
1834	81,024,162	23,312,811	104,336,973	126,521,332	68,393,180	58,128,152	18,987,953
1835	101,189,082	20,504,495	121,693,577	149,895,742	77,940,493	71,955,249	25,914,069
1836	106,916,680	21,746,360	128,663,040	189,980,035	92,056,481	97,923,554	30,952,642
1837	95,564,414	21,854,962	117,419,376	140,989,217	69,241,029	71,739,148	.....

CIRCULAR TO COLLECTORS, NAVAL OFFICERS & SURVEYORS.

Treasury Department,
First Comptroller's Office, June 6. 1839.

Sir,—From the results of recent trials in the courts of the United States, it appears that American vessels, sailing under Registers, and without being enrolled and licensed, have, in violation of law, been for many years engaged in the whale fisheries.

On full examination of the records of this Department, it is evident that this course has been adopted without its sanction, and it becomes matter of regret, that a practice so erroneous should have been introduced and suffered so generally to be pursued, being contrary to the instructions of this office contained in the Circular of 28th December, 1793, and its decisions in special cases submitted to it; and also in disregard of existing laws, as construed by the U. S. courts, subjecting such vessels on their arrival, to foreign

tonnage and duties, and in some cases to forfeiture of vessel and cargo; and, while at sea, alienating the American character of the vessel, and thus losing the wholesome protection of the laws against the revolt of their crews.

Owners and masters of such vessels now in port, or which may hereafter arrive under these circumstances, will perceive the necessity of surrendering, or causing to be surrendered, the registers of their vessels, and having them enrolled and licensed according to law, before proceeding to sea, and of pursuing such other measures for their own security as the important interests involved would seem to indicate.

By the 6th section of the act of the 18th of February, 1793, if, at the expiration of the year for which the license is given, the vessel be at sea, and the master shall, within forty-eight hours after his arrival, deliver to the Collector of the district in which he shall first have arrived, the license which shall have expired, and make oath that it ex-

FROM 1789 TO 1837.

Years.	Cost of Collection.	Rate per cent on payments into treasury.	Rate per cent on imports.	Drawbacks on foreign merchandise exported.	Total tonnage of every description.
1791	239,541	5,16	0,45	69,806	502,146
1792	161,755	4,48	0,51	137,862	564,437
1793	188,362	4,23	0,65,5	279,810	491,780
1794	221,090	4,40	0,63	1,615,574	628,817
1795	260,359	4,45	0,57	2,898,766	747,964
1796	291,207	4,24	0,35	4,784,050	831,900
1797	343,434	4,35	0,45,5	4,207,728	876,913
1798	375,879	5,02	0,54,8	4,801,370	898,328
1799	412,183	5,86	0,52	5,786,575	946,408
1800	440,374	4,62	0,49	6,205,550	972,492
1801	482,778	4,29	0,48	6,812,791	1,033,219
1802	492,206	3,80	0,64	6,087,465	892,101
1803	405,535	3,72	0,62,7	2,610,661	949,147
1804	488,338	4,21	0,57	5,113,525	1,042,404
1805	557,542	4,13	0,46	8,150,421	1,140,369
1806	613,786	4,01	0,47,5	9,709,550	1,208,735
1807	615,622	3,73	0,44	9,995,643	1,268,548
1808	565,235	3,33	0,99	3,443,269	1,242,595
1809	498,131	6,42	0,88,8	4,148,957	1,350,381
1810	437,209	4,84	0,51	3,688,435	1,424,783
1811	441,129	3,20	0,82,6	2,355,326	1,232,502
1812	477,727	5,06	0,62	1,782,591	1,269,997
1813	414,172	3,23	1,88	986,309	1,166,628
1814	352,261	5,55	2,71,9	87,010	1,159,209
1815	476,007	6,13	0,42	822,992	1,368,127
1816	819,038	2,20	0,55,6	3,976,335	1,372,218
1817	782,308	2,88	0,78,8	3,771,909	1,399,911
1818	769,206	4,28	0,63	3,308,847	1,225,184
1819	810,220	3,84	0,92,9	3,016,037	1,260,751
1820	777,764	4,95	1,04	3,509,565	1,280,166
1821	700,529	5,11	1,11,9	2,909,212	1,298,958
1822	728,965	3,97	0,87,5	2,126,915	1,324,699
1823	766,699	3,86	0,98,8	3,774,066	1,336,565
1824	779,740	4,17	0,98,8	4,437,830	1,389,163
1825	889,303	4,23	0,92	5,372,859	1,423,112
1826	886,999	3,66	1,04	6,178,886	1,534,190
1827	889,818	4,31	1,11,9	4,625,253	1,620,608
1828	932,094	3,86	1,05	4,051,089	1,741,392
1829	1,013,668	4,27	1,36	4,160,587	1,260,978
1830	1,055,115	4,59	1,48	4,319,232	1,191,776
1831	1,216,010	4,77	1,17	4,598,785	1,267,846
1832	1,315,975	4,41	1,30	5,272,480	1,439,450
1833	1,351,544	4,44	1,25	5,163,938	1,601,150
1834	1,264,545	7,23	0,99,9	3,070,119	1,758,907
1835	1,284,998	6,21	0,85,7	2,443,383	1,824,940
1836	1,397,469	5,63	0,73,5	2,151,757	1,892,102
1837	1,492,948	11,79	1,05,8	.....	1,896,685

pired whilst at sea, taking the certificate of the Collector, as provided in the 9th section of the same act, with which to proceed to his proper district, the forfeiture of the vessel and cargo, or payment of foreign tonnage and duties, as the case may be, is avoided.

The limited duration of the license, as is contended for by some, would not, therefore, appear to have been a sufficient reason for this clear deviation from existing laws.

Consequently, with a view to secure to such enrolled and licensed vessels all the benefits, privileges, and protection of those laws, Collectors of the Customs are authorized and directed, on application, besides the papers before mentioned, to grant to such vessels general clearance, passport, bill of health, sea letter, and permit to touch and trade at any foreign port or place during the voyage, together with a certified copy of the crew list. On the clearance of such vessels, they will, in pursuance of the 21st section of the act cited, require from the master that his manifest of out-

ward cargo be verified on oath, that on their arrival in port, the manifest and entry of inward cargo must, in like manner, be verified.

With respect to the cases of vessels sailing under Registers, which have recently returned from whaling voyages, as well as those of vessels which hereafter may arrive, until further legislation, the existing laws must be enforced as it regards the duty on the tonnage of the vessel and on the cargo if it be of dutiable character, as well as other legal liabilities, the remedy for relief for any penalty, forfeiture, or disability incurred by such vessels being in remission by the Secretary of the Treasury, where his legal power may be exercised, and the case shall justify his interference, or with Congress in regard to the duties.

The papers herein directed to be issued, being such as are made necessary for vessels employed in the foreign trade, with the exception of the permit to touch and trade as prescribed in the Circular of the 28th December, 1793, it is presumed that Collectors of the Customs will encounter no difficulty in the premises.

Proper notice should, however, be given to the owners and masters of whaling vessels of the nature and object of these instructions, that they may incur no injury by neglecting to conform to them.

It has been made a question whether vessels sailing under enrolments and licenses, with the papers before enumerated, might not take on board goods to be landed at foreign ports, with the right of drawback.

In view of such privilege, none but registered vessels, under existing laws, being permitted to engage in the foreign trade, it is the opinion of this Department that it cannot be extended to vessels enrolled and licensed.

Another matter, as respects vessels enrolled and licensed for the coasting trade, is of sufficient importance to claim your attention.

Frequently, applications are made by purchasers of coasting vessels, or transferred by process of law to have them enrolled and licensed, in consequence of former owners withholding the old papers.

The proviso in the act of the 2d March, 1797, obviates any distinction that may have been taken in practice between these and other vessels, and it is conceived that if the old papers of such vessels, be not surrendered on the change of property, the former owner or owners incur the penalty prescribed in the 14th section of the act of December 31, 1792, to be recovered, with costs of suit.

It is proper to add, that these instructions have the approbation of the Secretary of the Treasury.

I am, very respectfully, Sir,

Your obedient servant,

J. N. BARKER, Comptroller.

The Whale Fishery.

By the following letter it seems an important discovery has been made at the New Bedford custom-house. Forty six years ago the Comptroller authorized the practice which has ever since prevailed.

(Copy of a letter.)

NEW BEDFORD, June 20, 1839.

Respected Friends—I have the pleasure to inform you, that we have at last found a letter from the Comptroller of the Treasury, dated August 20, 1793, addressed to E. Pope, Collector, authorizing the granting of registers to whaling vessels, in the following words.

“I have received your letter dated July 4. Your opinion is well founded, that the regulations for enrolling and licensing vessels are not compulsory. Registered vessels may lawfully be employed in the coasting trade and fisheries.—They will however be subject to the payment of tonnage duties on entry, in certain cases, and to other regulations from which enrolled and licensed vessels are exempted.”

There is nothing in the circular dated Dec. 28, 1793, directing that vessels employed in the whale fishery shall be enrolled and licensed. Our memorial will be forwarded tomorrow.—*Jour. Com.*

A meeting was held at New Bedford, to take into consideration the subject of the Circular from the Treasury Department at Washington, relating to the duty on the importation of Whale Oil, and a committee appointed to report at a subsequent meeting what measures it may deem expedient to adopt in consequence.—*ib.*

The Lake Trade.

The Cleveland Herald has the following remarks. We leave the reader to estimate the importance of the Lake trade, when a single port on its shores carries on the business which is here spoken of:

"Our river in the past week presented an unusually busy scene, although the number of vessels in port was less than has been occasionally seen. From the 1st to the 8th inst. the quantity of merchandise cleared at the Collector's office for the interior was 1,035,913 lbs., being within 26,000 lbs. of the clearances in the entire month of June last year, and is believed to be the heaviest shipment of merchandise ever made in the same period of time in this place. The vast increase in the demand for Lumber, Fish, Salt, and other articles wanted for the interior, is attracting considerable attention, and the near completion of the cross cut canal connecting the public works of Pennsylvania with ours, will still further extend the channel of these branches of trade.

As it may be a satisfaction to some engaged in the Produce trade to know the leading points on our canal, from whence such large exports of Wheat and Flour are made to this place, we annex the returns made by the Collector at the different places for the years 1837 and 1838:

	WHEAT.		FLOUR.	
	1837.	1838.	1837.	1838.
Akron,	73,747	187,264	50,637	57,939
Massillon,	269,292	453,254	22,279	30,937
Dover,	137,671	240,315	9,749	12,011
Roscoe,	40,756	60,020	61,184	89,962
Newark,	187,545	386,360	20,712	36,406
Columbus,	186	16,267	2,536	7,032
Circleville,	16,141	60,116	16,364	26,693
Chillicothe,	8,432	no ret.	20,947	no ret.
Portsmouth,	no ret.	589	1,559	1,186

Mercantile Library Companies.

Among the most important and useful institutions of our country, the Mercantile Library and Apprentices Library Companies occupy a prominent rank. In the present number will be found extracts from the reports of Philadelphia, New York and Cincinnati. It is presumed similar institutions exist in many, if not all of the commercial cities of the Union. We shall be glad to ascertain their number and to receive their reports. The suggestion made in the report from New York, respecting the establishment of a "Merchants' College," in which courses of lectures on subjects more particularly adapted to mercantile men shall be delivered, is, we think, deserving of special attention. It is gratifying to learn, that the miscellaneous lectures which have been already delivered, were well attended and have contributed to the improvement of the young men.

SIXTEENTH ANNUAL REPORT

Of the Directors of the Mercantile Library Company, of Philadelphia, January 10, 1839.

The period has arrived, when in accordance with the well established usage, and in obedience to a requirement of the Constitution of the Mercantile Library Company, it becomes the duty of its Directors to submit their yearly report, exhibiting a statement of the affairs of the institution, and to consult with you for the promotion of the prosperity of its various interests.

The usual limits of our annual communication, will not allow us to present with minuteness, or great accuracy of detail, the several subjects of importance, proper to be noticed; we shall merely give an outline of our condition,

and refer you for particulars to other accessible sources of information.

You will learn from the Treasurer's report, accompanying this, that the debt of the Company, existing at the last annual meeting, has been extinguished. Although this is gratifying, it is not enough to satisfy our solicitude, that the financial affairs of our institution should be rendered permanently prosperous; and we, therefore, request your attention to the consideration of some practicable plan for the creation of a permanent fund, whereby we may be established on a solid foundation of exemption from pecuniary embarrassments in the prosecution of our designs of usefulness.

More commodious apartments for library and other purposes, have been a long time desirable, and you have had the subject under consideration so frequently, that the Board will do nothing more at this time, than express the hope that action will soon succeed deliberation, and that it may result in the erection of a building suitable in all respects for our uses, and worthy of the commercial character of our city, affording to you the requisite accommodations, and to the merchants an edifice peculiarly their own, to which they may direct the attention of strangers with satisfaction.

The Library has received the special attention of the Board, and there have been added to it many new works of value. The number of books purchased during the last year is 394, making the whole number of volumes in the library 5,097.

The imperfections of the old catalogue, and the inconvenience of the present arrangement of books, have often been complained of. At a former meeting of the Company, you appointed a committee to prepare and publish a new catalogue. The qualifications of the gentlemen of that committee for the duty assigned to them, and the diligence with which they entered upon their arduous labours, promised a speedy completion of the work. The importance of this subject, will commend it to your immediate attention.

The Board was early apprized that it was the general desire of members, that a course of Lectures should be provided for the winter season, and after due consideration of the subject, an arrangement was made with the Athenian Institute for that purpose. The conditions of this arrangement were submitted to you at a special meeting of the Company, and received the expression of your approbation.

The acknowledged utility of this mode of instruction, and our ability to afford a liberal support to the plan of diffusing knowledge, by means of popular lectures, leads us to estimate the object of high importance to our Institution, and induces us to recommend it to the early consideration of our successors, believing that in addition to the benefit the Treasury will derive from some well constructed scheme for this end, it will greatly extend the sphere of our salutary influence.

We have thus briefly presented you with a rapid glance at our general condition, and if we estimate the value of our Institution to those it is intended to benefit, and consider the important relation the Mercantile class sustains to society, we may be surprised that more has not been done to add to its means of usefulness; but, as it is, we are gratified to notice indications of increasing prosperity. There is nothing discouraging in a retrospect of our past history, and a just estimate of our present condition. On the contrary, enough may be found to stimulate to further exertions; let us therefore take courage, as the best wisdom, and confidence in our success is the true philosophy, and ere long, we shall see the Mercantile Library Company of Philadelphia, eminent among the similar institutions of our country.***

Before bringing this report to a conclusion, allow us to remind you that on the active exertions of the members in its behalf the Institution must rely for sustenance. Manifest your zeal for its welfare, by endeavouring to convince those whom you may influence of the advantages to proceed from an increase of its means, not only directly to those that are immediately concerned with it, but through them to society in general.

Is it not true, that the Mercantile Library Company has claims upon the public, and especially upon the Merchants

of Philadelphia, which have not been met in the spirit, and to the extent the importance of the Institution would seem to demand?

Its object is the benefit more particularly of those intended for, or engaged in mercantile pursuits, by supplying the means of obtaining knowledge, to those who were denied the early opportunities of reading, or by whom they have been neglected; it also affords aid to the continuance of habits of intellectual exertion, when formed.

An important end of the Institution, is the improvement of the young, to prepare and discipline them for whatever duty may be required at their hands; and those who are thus qualified, and choose to apply continued efforts of manliness to the pursuit of any commendable object, may attain a high destiny, if they will. In this country the paths to wealth, distinction or honour, are open to all. Here, with activity and proper qualifications, the unfaltering march of industry, will meet its full reward. Wealth may be gained, but this alone will not satisfy a generous ambition, for there are public, as well as private duties, resting on every good citizen. The business of the counting-house may be diligently attended to, and may result in the possession of wealth, beyond the possibility of enjoyment; but this alone will leave an aching void in the breast, for there are capacities for happiness, which the most rapid accumulation of property cannot fill.

That our Library affords to those who use it the aid and opportunity of acquiring that knowledge requisite to enable them to perform their obligations to society, and provides them with sources of permanent satisfaction, in the enjoyment of the solid pleasure of mental exertion cannot be denied. Let us therefore labour to extend the sphere of its usefulness by all means at our command, and every passing year, as it brings about the period of our annual convocation, will find the Mercantile Library Company of Philadelphia, in the full tide of successful exertion, and the active agent of much good to its members.

By order of the Board,

THOMAS P. COPE, *President.*

JOHN MAYNARD, *Secretary.*

Report of the Treasurer.

Balance in the Treasury at the beginning of the year,	91 42
Receipts during the year,	2,091 95

	\$2,183 37
Expenditures,	2,090 47

Leaving a balance in the Treasury, of	\$92 90
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The whole number of Stockholders at present, is five hundred and fifty-five.

Thirty-five persons have joined during the year, as annual subscribers. The whole number of this class of members, is one hundred and twenty.

January 10, 1839.

MERCANTILE LIBRARY ASSOCIATION OF NEW YORK.

"The history, condition, and prospects of our Institution, are alike full of sources of congratulation and of hope. The Mercantile Library Association is no longer an experiment. It has taken a strong hold upon the attention and the interests of this great commercial community, and its day of doubt and of trial is fully past.

The year which has just closed, has been to it a period of unprecedented development and growth. Its numbers have increased till they far exceed those of any similar institution in the world. Its funds and resources are rapidly augmenting. Its Library, of upwards of 18,000 volumes, from which more than 600 are daily drawn by its members, has already come to be considered one of the chief literary treasures of the city, and continues to enlarge with unexampled rapidity. Its Lectures, in which the ablest men of the country are proud and zealous to participate, are heard with attention by crowded and enthusiastic auditories, and

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are sought in vain by great numbers of the public whom our hall cannot admit.

Under these favourable circumstances, our Association has already attempted new plans of usefulness. It has commenced, with unequivocal success, the formation of a *Museum* of specimens in *Natural Science*. It has formed a numerous class in *Chemistry*, and it already opens to all its members unequalled advantages for the acquisition of the principal *Modern Languages*."

"The accession of members to our Institution during the past year, has exceeded all expectation; being even larger than that of 1837, when it was supposed that the stagnation of business and want of employment had mainly contributed to the increase. The number of members added has been 1,003, while 248 only have withdrawn, leaving a nett gain of 755.

The whole number of members, clerks, merchants and stockholders, at the date of the last Annual Report, was 3,773; and, including those of the past year, the present number is 4,527. Of this number, 4,147 pay \$2 annually; 102 merchants pay \$5, annually; and 278 are stockholders. There are, in all, 470 suspended accounts, and against these members the Association has still just and valid claims."

"The Association is now entirely out of debt, and the gross receipts of the present year amount to \$8,072 77. This income must continually increase, and we hesitate not to say, that it is now far beyond that of any similar institution in our country, and is surpassed by few in Europe."

"It is to the enlargement of the Library that the available funds of the Association must be principally applied. Much attention has been directed to this point, and it has been the constant endeavour of the Board to place on the shelves works which would reflect credit upon any society aiming at general usefulness."

"The number of volumes added to the Library during the year, has been 2,471; of which number 2,248 have been purchased, and 223 have been presented.

The number of volumes at the date of the last Annual Report, was	15,852
Additions during the past year	2,471

Making the present number	18,323
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The numerous additions which were made to the Library during the early part of the year, rendered it necessary to furnish a catalogue, supplementary to that published in 1837."

"To increase the attractions of the *Reading Room*, by the addition of new Periodical Publications and works of reference, has been the especial aim of the Board. Twenty-five new Periodicals have been added, and many valuable standard works, calculated to facilitate the progress of the inquiring student.

The room now furnishes the reader with ninety Periodicals, in every department of knowledge—general, literary and scientific; and, probably, presents a greater variety and extent of periodical literature and science, than any other similar establishment in the country. It affords the Board much pleasure to witness, in the *full and constant attendance* of members, a just appreciation of this portion of our advantages.

Three months have scarcely elapsed since a *Museum* was commenced; and yet, so eager have our members been to enrich it with contributions, that the Cabinet first provided was soon found too small to contain them, and another of similar capacity has been added. This, too, is fast filling; and we have the assurance that, ere long, our Museum, thus modestly commenced, may gather some of the rarest treasures of the country, and become an ornament of our institution. From the fact that members of this society are collected from, and distributed over, the greater part of the Union, we may reasonably indulge the hope that they will contribute some of the natural curiosities of their respective districts to our collection."

"Our rapid increase during the last few years had, for some time, suggested the necessity of extending our accommodations. With this view, and by the aid of the

Trustees of the Clinton Hall Association, an extensive series of alterations has been effected, by which the space previously occupied by our Library and Reading Room has been doubled, and which, it is believed, has greatly contributed to impart additional facilities and comfort to our members."

"A collection of Autographs of eminent men has recently been commenced, and already embraces many of the most distinguished names in the literary, scientific, and political world."

"The two Scholarships which were bestowed upon the Association by Columbia College, in 1830, and which have for some time been vacant, have, during the year, been filled."

"We have much satisfaction in calling your attention to a novel and interesting feature in the plan of our operations, during the past year. Classes have been formed in our Association for the study of Chemistry, of the French, Spanish, and German Languages, and of the art of Drawing. The class in Chemistry contains forty-eight of our members."

"Desirous of aiding, to the utmost of their power, this new branch of the institution, the Board of Directors, in October, assumed the responsibility of remitting to Glasgow, out of the funds of the Association, the sum of \$187, for the purchase of a Chemical Apparatus, which has this day been received."

"The number of students in the German class, under the charge of Dr. Ruppersberg, is 13. The Spanish class, under the charge of Don Carlos Rabadan, numbers 48; and 114 of our members are pursuing the study of the French language under the direction of Mr. Bekeart."

The class in Drawing, under the instruction of Mr. Newbery, contains at present 25; and a second class, under the care of the same gentleman, is already forming."

"The Lectures of 1837 and 1838 were more numerously attended than any previous course. The surplus remaining from the sale of tickets to the course delivered in the evening, was, after paying all expenses, \$750 33, as appears by the report of the Treasurer. It was found that the selection of a morning hour for the Lectures, did not suit the convenience of a majority of our number, and the sale of tickets to the day course, therefore, did not cover the expenses. The deficit amounted to \$383 50. Deducting this from the nett proceeds of our evening course, there remains a balance of \$366 33, which has been added to the funds of the Association."

"The demand for tickets to the course at present being delivered, has been so great as to cause us, for the first time since our establishment, to withhold them from the public at large, and to confine the sale of them exclusively to our own members."

"There is perhaps no single profession which calls into exercise a greater variety and volume of general knowledge than that of the merchant. The relations, geographical, political and commercial, of distant nations as well as of his own country; the principles and the systems of political economy and finance; commercial history and commercial law; the properties of natural products and the results of the processes of art—all are intimately connected with the very details of his business, with the routine of his daily thoughts. If he be true, then, to his profession or to his own interests, must he not seek to open to himself every source of valuable practical information? Must he not be eminently desirous to consecrate the studies of his youth and the brief leisure of his maturer years to a specific and systematic preparation for his profession?"

"Yet, what literary or scientific institution in our country opens to the merchant an opportunity of acquiring an education strictly and thoroughly mercantile? What learned body has ever attempted to lay before him, regularly and systematically, that general information upon which his success so much depends? Among all the institutions intended to prepare young men for the professions of Theology, Law, and Medicine, where shall we find an institution, directly and fully preparatory to the great profession of Commerce—where shall we look for the Merchants Col-

lege? The vast utility of such an institution, and the mighty influence which it would exert upon the character of the commercial community, are beyond all question. The general enthusiasm with which the means of improvement offered in this Association are seized upon, proves that within these walls, at least, the importance of such an institution is deeply felt."

And such an institution, new in the history of education, we, Fellow Members, hold the power to create. Such an institution, indeed, the Mercantile Library Association is already in some degree becoming."

"Impressed with these views, and believing them to be the general sentiment of their fellow members, the Board of Directors presented to you, some weeks since, the outlines of a plan to develop more fully and to direct more usefully the great resources of our Association."

They propose, as the basis of the scheme, a course of regular and systematic instruction, by Lectures, in all the principal departments of knowledge most needful to the accomplished merchant. They suppose this may be effected by the engagement of *four competent Professors*, to deliver courses of Lectures upon the following subjects:

I. The Principles of Commerce, including Commercial Law and Political Economy: which may form the department of one professor.

II. Statistics of Commerce and the Arts, Commercial History and Geography, Agriculture, Mining, &c.: which may form the department of a second professor.

III. Natural Philosophy, including Organic and Inorganic Chemistry, and Natural History in its commercial applications: which may form the department of a third professor."

IV. History, Civil and Literary—Intellectual Philosophy, Belles Lettres, &c.: which may form the department of a fourth professor."

"Expenditure for books, catalogues, & apparatus, \$4612 50
Salaries and incidental expenses, including gas
lights and insurance, - - - - - 3342 82

7955 32

Receipts, including balance last year, of which
\$6791 50 are from initiation fees and quarterly dues, - - - - - 8072 77

Balance on hand, \$117 45

From the Report of the Cincinnati Mercantile Library Association, it appears there are 480 members, of whom 320 are active, 114 honorary, and 45 life members: 140 new members have been added during the last year. Their library contains 1343 volumes, of which 184 were added in 1838. During the past year 14 volumes upon an average, were withdrawn daily, or about 5000 throughout the year. The receipts were \$1293 38, and the expenditures \$1218. The Institution appears to be in a flourishing condition.

APPRENTICES LIBRARY COMPANY OF PHILADELPHIA.

The Library consists of between ten and eleven thousand volumes. Since its origin in 1820, more than 10,000 young persons, principally apprentices, have partaken of its benefits. During the last year it has been used by an average of 828 boys. At the last monthly report the number was 943. Within the year 250 volumes have been added, 100 volumes bound, and 74 new members elected. The income from life members and annual payments \$509.

The Quick Passage.

Sails and Steam.—The Boston Mercantile Journal says that Captain Fox, in the ship Emerald some ten or twelve years ago probably made the shortest passage from Liverpool to Boston on record.—He was *thirteen days* from Liverpool to Cape Cod—when he met with adverse or baffling winds—and if our recollection is accurate, he did not get into port until the following day.

THE IRON TRADE.

FARRANDSVILLE, PENNS.—It affords us more than common gratification to be enabled to record the successful attempts of individual enterprise in works of general and practical utility. Many of our readers are aware that immense exertions, and a great outlay, have been used at Farrandville to procure the introduction of heated air in the manufacture of iron with coke; the issue of the second experiment has been successful, beyond the most sanguine expectations of those engaged. This will be of immense advantage to our State; for it is the intention of the company, not only to smelt, but to manufacture the iron, and preparations are already making to secure the services of first rate puddlers, to commence the manufacture of railroad iron in all its varieties.

Immense sums are annually drained from our country to purchase railroad iron; the increasing demand, has produced a proportionate increase of price, and foreign factories have reaped the benefit entirely. It will then, indeed be an era in the iron business of America, when she can secure to herself the advantages emanating from her own enterprise, and no longer pay tax to transatlantic capitalists. That we may speedily anticipate so desirable a state of things, the recent experiments at Farrandville, leave but little doubt. Mr Benjamin Perry, late furnace manager of the Pentwewyn Iron works, in Monmouthshire, South Wales, is the gentleman under whose superintendence the present satisfactory results have been attained. Having heard of the repeated failures in this State, he felt ambitious to introduce his skill and experience, with what success his first experiment has fully proved, and the second sets the matter at rest, in the most satisfactory manner. The following history of the experiments at Farrandville, will prove highly interesting to all connected with the iron trade, and coming from a witness of their success who was on the spot, may be relied on as correct.—*Miners' Journal*.

"On the 12th of November last, the second experiment was made; at 1 o'clock in the morning the first barrow of Cokes was put into the furnace—the fire was kindled at 7 o'clock, A. M. of the same day, and at 2 o'clock P. M. the cinder began to run, and continued to flow freely and without interruption, till 3 o'clock, A. M. of the 13th, when the first Cast was made, yielding nearly 4 tons of Gray Iron of a good quality. The subsequent Casts were made regularly twice in every twenty-four hours, increasing in quantity, and in quality, as the furnace warmed, being foundry iron, (No. 1 and No. 2,) and equal to the best Scotch Pig. The yield of the furnace gradually augmented to the last. During the first week the furnace made 50 tons of Iron—in the second week, the yield was 93 tons—when she was blown out for the want of power, the water having failed in the meantime.

"Benjamin Perry has done as much for the Iron business as any other man in Great Britain, having been the first to blow in a furnace without scaffolding, thus saving a large amount of materials and labor.

"In the second experiment at Farrandville, there was not, at any one time, more than half the requisite pillar of blast, during the two weeks she was working. With sufficient blast she would make from 100 to 120 tons of Iron per week. It is not a vain boast to assert that never was a furnace in England, Scotland or Wales, that started off more easily, worked with less trouble, or made as much Iron in quantity, and of as good quality, during the first fortnight of blowing in.

"Coke Iron can be produced at this place as cheap, if not cheaper, than in any other district of this region. The Coal Basin on which Farrandville is situated, contains at the present time only a single Coke Furnace; but we may confidently look forward to the period, and that not far distant, when the mountains and the valleys of this region shall be made to teem with the industry consequent on the general introduction of Coke Furnaces."

March of Steam.

As the year 1838 will most assuredly form a remarkable epoch in the history of steam navigation, it may not be thought uninteresting to trace the advances it has made since the year 1814, when one steamboat, of sixty-nine tons burthen, floated in solitude on the British waters.

The following authentic account of the number and tonnage of steam-vessels belonging to the British empire (including the plantations,) from 1814 to 1836 inclusive, has been politely supplied to us by the Hon. Secretary of the Liverpool Statistical Society:

Year.	Vessels.	Tonn.	Year.	Vessels.	Tonn.
1814	2	416	1826	248	28,958
1815	19	1,633	1827	275	32,490
1816	15	2,612	1828	293	32,032
1817	19	3,950	1829	304	32,286
1818	27	6,441	1830	315	33,444
1819	32	6,657	1831	317	37,445
1820	43	7,243	1832	380	41,669
1821	69	10,534	1833	415	45,017
1822	96	13,125	1834	462	50,736
1823	111	14,153	1835	538	67,520
1824	126	15,739	1836	600	67,969
1825	168	20,287			

INSPECTION OF FLOUR.

The following statement, showing the quantity of Flour inspected in the city of Philadelphia during the year, 1838, we copy from the Commercial List.

	Barrels.	hf. bbls.
Superfine,.....	253,745	7,176
Fine	21,420	406
Condemned,	12,345	
Middling,.....	1,312	
Total wheat flour,.....	288,822	7,882
Rye flour,.....	38,428	
do condemned,.....	1,683	
Total rye flour,.....	40,111	
Corn Meal,	51,158	9,108
do condemned,.....	2,268	

IMPORT OF HIDES.

Number of hides imported into the district of Philadelphia during the year 1838.

Buenos Ayres,.....	Ox and Cow	20,595
W. Indies and Spanish Main.....	do	9,757
Laguaira,	do	14,342
Pernambuco,	do	13,451
Calcutta and Manilla,	do	37,308
Coastwise,	do	21,620
Calcutta and Manilla,.....	Horse	7,751
Coastwise,	do	400
Total,.....		125,225
Import in 1837,.....		147,233
Decrease in 1838,.....		22,008

A GREAT CARGO.

The ship Garrick, arrived at New York, has the most valuable cargo ever brought to this country from England. The invoice valuation at the Liverpool custom-house exceeds £330,000, or over 1,500,000 dollars—a freight of 3,400 pounds sterling. The next in value was that brought by the packet ship Pennsylvania, two years since, but the former exceeded the latter more than 1000 pounds. This we learn from a gentleman who arrived last night from New York, and came passenger in the Garrick. The Garrick is a noble ship of about 1,000 tons burthen—equal to two of the old packets.—*Phil. Ex. Books.*

Treasury Notes.

January 8, 1839.

Laid before the House of Representatives by the Chairman
of the Committee of Ways and Means.

*Aggregate of Treasury notes that had been issued at the
end of each week during the year 1838, of the first emis-
sion and also of the second emission.*

Date.	Amount.	Date.	Amount.
Issued under act of Oct. 1837, to		Issu'd under act of 21st May to	
1838, Jan. 3	\$2,985,789	1838, May 29	\$ 150,249 50
" 10	3,363,395	June 4	1,083,340 00
" 24	3,909,711	" 12	2,614,712 00
" 3	4,395,865	" 19	2,813,772 00
February 6	4,844,728	" 26	4,207,641 00
" 13	5,605,786	July 3	4,904,014 00
" 20	5,969,302	" 10	4,974,942 00
" 27	6,459,060	" 17	4,981,791 00
March 6	6,681,314	" 24	4,985,582 00
" 13	6,808,073	" 31	5,085,582 00
" 21	6,942,652	Aug. 7	5,397,135 00
" 27	7,116,638	" 14	5,397,310 00
April 3	7,467,349	" 21	5,397,310 00
" 11	7,573,430	" 28	5,497,310 00
" 17	8,586,330	Sept. 4	5,547,310 00
" 24	9,067,383	" 11	5,583,310 00
May 1	9,423,959	" 18	5,605,310 00
" 6	9,693,504	" 25	5,659,810 00
" 15	9,900,488	Oct. 2	5,709,810 00
" 22	9,996,707		

Note.—Of these and previous issues in 1837, under the
first act of Congress, all have been paid in or redeemed, ex-
cept about two millions.

None were issued after the last date of October 2, 1838,
of the new issue authorized 21st of May, 1838. Only about
half a million have been redeemed of the new issue.

STATISTICS OF BALTIMORE.

The Baltimore American publishes the message of S. C.
Leakin, (the mayor of that city,) from which we have made
the following summary, of the portions of it which are of
public interest.

The number of deaths in Baltimore, during the year 1838,
was 2,691, being fewer by 23 than during the preceding
year.

The value of the imports into the city from 1st October
1837, to September 30th, 1838, was \$5,701,869, of which
\$4,968,119 were in American, and the remainder in foreign
vessels. The total value of exports during the same period
was \$4,524,568, of which \$4,165,168 were of domestic pro-
duce, and \$359,400 of foreign merchandise.

The number of vessels entered from foreign ports was
408, with an aggregate tonnage of 77,187 tons. Of these
53 were ships, 35 barques, 182 brigs, 138 schooners. Of
these vessels, 318, with a tonnage of 54,502 tons, were
American, and 90, with a tonnage of 22,685 tons, were for-
eign.

The number of vessels built during the year was 60, with
a tonnage of 9,697 tons, viz:—3 steamboats, 1,536 tons; 4
ships, 2,679 tons; 1 barque, 261 tons; 7 brigs, 1,174 tons,
45 schooners, 4,047 tons.

The amount of the valuation of property, subject to direct
taxation, in the twelve wards of the city, as returned by the
assessors to the register, on the 4th January, 1839, exclusive
of all exemptions, was \$56,167,583.

INSPECTIONS AT BALTIMORE, 1838.

Inspections in Fish, 1838.

Amount of Fish inspected in Baltimore during 1838:

	Bbls.	Half bbls.
Herrings,	35,475	320
Shad,	2,673	115
Mackerel,	7,112	274

Inspections of Flour and Meal in 1838.

Amount of Flour and Meal inspected in the city of Bal-
timore during the year 1838:

	Bbls.	Half bbls.
Howard street Flour,	192,014	2,211
City Mills, do.....	208,194	17,011
Susquehanna, do.....	15,016	
Fredericksburg, do.....	2,663	
Richmond, do.....	2,311	
Pittsburg, do via Pa. canal, 438		

Total,

Besides 15,495 bbls. rye flour, and 1303 hhds. and 6,158
bbls. corn meal.

Inspections for the preceding eight years:

Inspections of Wheat Flour in Baltimore.

Years.	Bbls.	Half bbls.	Total in bbls.
1830,	587,875	19,859	597,804
1831,	544,373	21,537	555,141
1832,	518,674	17,544	527,446
1833,	524,620	18,072	533,656
1834,	481,733	17,264	489,365
1835,	516,650	21,333	527,266
1836,	393,924	13,593	407,720
1837,	591,676	14,779	599,064

Inspections of Beef and Pork in 1838.

Amount of beef and pork inspected in the year 1838:

	Bbls.	Half bbls.
Beef, Baltimore packed,	4042	353
do Foreign packed,	416	
	4458	353
Pork, Baltimore packed,	813	47
do Foreign packed,	5288	103
	6101	150

Inspections of Butter and Lard in 1838.

Inspected during the year 1838—

11,812 kegs butter,
23,822 kegs lard.

Inspection of Tobacco in 1838.

	hhds.
Amount of Tobacco remaining on hand in the State Warehouses in the city of Baltimore, on the 1st of Jan. 1838,	7,414
Amount inspected during the year 1838,	28,626

Total,	36,040
Amount shipped and consumed in 1838,	27,009

Leaving on hand in the four State Warehouses
on the 1st January, 1838,

The kinds of Tobacco inspected during the year 1838,
were as follows:
23,464 hhds. Maryland, 3,477 do Ohio, 1,285 do Ken-
tucky, 367 do Virginia, 33 do Pennsylvania. Total—28,-
626 hhds.

Inspections of Whiskey in 1838.

Amount of Whiskey inspected in the city of Baltimore
1838, compiled from the weekly returns of the Inspectors,
viz: 7583 hhds. and 54,361 bbls. of which 4843 hhds. and
13,235 bbls. were received from the Susquehanna river by
water; 411 hhds. and 2599 bbls. from Philadelphia, via can-
nal, and 127 hhds. and 2599 bbls. by the Baltimore and
Susquehanna railroad.—*American*.

*State of the Planters' Bank of Tennessee and Branches,
on the 3d January, 1839.*

MEANS.		
Notes discounted	3,993,396	63
Domestic Bills of Exchange,	862,390	58
		3,855,787 21
Suspended Debt,	-	161,137 79
Real Estate, Banking Houses and Lots	-	32,476 33
Due from Banks,	-	186,577 34
Bonds of the State of Tennessee,	-	78,750 00
Cash on hand, viz:		
Notes of Tenn. Banks,	55,240	00
U. S. Bank and Treasury Notes,	514,632	00
Notes of other specie paying		
Banks,	46,653	00
Gold and Silver,	32,665	21
		938,185 21
		\$5,252,913 86
LIABILITIES.		
Capital stock paid in,	-	2,248,260 00
Contingent Fund or Surplus Profits,	-	453,291 89
The State of Tennessee payable in 1840, with interest,	-	303,887 13
Post Notes payable in Philadelphia in May, June and July, 1839,	-	635,825 00
Unclaimed Dividend,	4,030	21
Dividend for the last 6 months, 4 per cent.,	89,930	40
		93,960 61
Profit and Loss, Surplus Profits for last six months,	-	3,238 31
Treasurer of the United States,	-	322 41
Due to Banks,	-	305,829 88
Individual Depositors,	193,905	99
Certificates of Deposit,	54,222	64
		248,128 63
Circulation payable in New Or- leans,	113,010	00
Do. payable at Parent Bank and Branches,	847,160	00
		960,170 00
		\$5,252,913 86
N. HOBSON, Cashier.		

**STATEMENT OF EXPORTS FROM CALCUTTA
AND SINGAPORE.**

Years.	Peculs. Coffee.	Peculs. Pepper.	Pounds. Indigo.	Nos. of Hides.	Peculs. Cloves.	Peculs. Nut'gs.
1828,	416181	8226	33010	49400	1842	7648
1829,	281662	6454	48368	44321	2434	1159
1830,	288740	6061	22063	35249	1803	1304
1831,	209086	7836	42884	63271	1584	2550
1832,	314173	7075	168211	82385	5144	3849
1833,	260166	5457	217480	75421	1843	1171
1834,	455008	7704	250423	53000	4040	4200
1835,	466871	11868	535758	139995	4566	5022
1836,	498077	7006	400000	120000	2185	3586
1837,	684947	12487	822249	93171	2925	3778
Years.	Peculs. Sugar.	Peculs. Tin.	Coyans. Rice.	Peculs. Rattans.	Peculs. Mace.	Leag'rs arrack.
1828,	25870	19505	15558	31301	600	534
1829,	73780	23958	15122	30400	180	1397
1830,	108640	21426	13521	5090	177	1927
1831,	120298	30252	18637	5188	145	1497
1832,	345572	47801	28072	14323	947	2900
1833,	210947	44304	35344	16731	603	1644
1834,	367131	39165	25379	14909	1192	1433
1835,	439543	45836	25577	4905	1606	2175
1836,	509513	47739	36470	49968	990	1477
1837,	676093	44457	1003650	33539	1213	1663

**IMPORTANT TO MERCHANTS TRADING WITH
THE ROMAN STATES.**

The following has been extracted from an official communication just received at the Consulate for the Roman States:

"The products of North or South America furnished with a *clean bill of health*, and the customary papers for navigation, shall be admitted freely into the ports of the Roman States, provided they are accompanied with a certificate of health from the Consul for Rome residing in the place of lading, or in want of such a Consul from any other European Consul, declaring that at the period of lading, and before that period, there existed no yellow fever or any contagious disease in the port of clearance and its vicinity; and in the absence of such a certificate they shall not enjoy said privilege."

"The vessels or products of said countries furnished with a *doubtful bill of health*, ("Patente tocca") accompanied with said Consular certificate shall be admitted to a quarantine of twelve days, with the landing in the Lazaretto of the passengers and articles susceptible of contagion or infection."

"Finally, the vessels furnished with a *foul bill of health*, ("Patente Brutta") shall be admitted, only in the port of Ancona to quarantine of from fourteen to twenty one days, according to the nature of their cargo, with the landing in the Lazaretto of their passengers and articles susceptible of contagion or infection."

Philadelphia, Jan. 11, 1839.

CHARLES PICOT,
Consul for the Roman States.

THE WHALE FISHERY.

The following is a statement of the number of barrels of sperm and whale oil arrived in the U. States for the last five years.

	Bbls. Sperm.	Bbls. Whale
Arrived in 1838	129,400	228,710
" " 1837	132,567	215,120
" " 1836	131,921	133,060
" " 1835	175,130	125,100
" " 1834	129,824	122,292

COMMERCE OF BOSTON.

The Boston Daily Advertiser contains an interesting table of the commercial operations of that port during the year 1838, from which we make the following extracts:—

IMPORT OF FLOUR.	
From New York	201,092
" Albany	25,104
" Hudson	72
	226,268 barrels.
" Richmond	25,276
" Fredericksburg	20,010
" Alexandria	12,233
" Petersburg	4,732
" Norfolk	1,196
" Baltimore	63,447 barrels.
" New Orleans	48,246 do
" Philadelphia	22,454 do
" Philadelphia	17,011 do
" Ports in Alabama	100 do
" " Delaware	495 do
" " Connecticut	635 do
" " Massachusetts	824 do
" " New Hampshire	190 do
" " Maine	16 do
Total barrels...	379,704

In 1837.... 423,246

1836.... 418,592

1835.... 408,516

	GRAIN.			
	Corn	Rye	Oats	Shorts
From New Orleans	27,426			
Mobile	2,860			
Eliz. City, and other ports in N. Carolina,	57,441			
Alexandria	98,142	17,788	2,837	
Fredericksburg	71,471	2,837		6,200
Norfolk	62,985			
Rappahannock	43,878			
Richmond	5,960			
Other ports in Virginia	7,920	3,800		
Baltimore	723,030	44,352	134,543	7,208
Snowhill	1,500			
Delaware	53,447	2,708	14,650	
Philadelphia	292,029	24,378	68,276	2,870
New York	106,340	10,102	89,521	16,965
Albany	2,590	1,560	41,359	15,840
Hudson	9,120	969	7,100	
Newburyport	2,500			
Portsmouth	5,600		1,000	
Ports in Maine		447	79,572	
Total bushels,	1,574,038	102,473	443,657	49,082
In 1837	1,725,436	86,391	405,173	48,634
In 1838	1,672,251	45,054	351,197	33,742
In 1835	948,115	23,649	354,113	53,904

	COTTON.			
From New Orleans	-	-	44,623 bales.	
Charleston	-	-	14,821	
Savannah	-	-	11,123	
Florida	-	-	10,313	
Mobile	-	-	7,821	
New York	-	-	4,383	
Virginia	-	-	384	
Natchez	-	-	2,637	
North Carolina	-	-	115	
Connecticut	-	-	400	
Other ports	-	-	150	
			96,636	
In 1837	-	-	82,684	
In 1836	-	-	82,885	
In 1835	-	-	80,709	

	COAL.		Bushels.
	Tons.		
From Philadelphia	65,275		
Kingston	5,381		
Other places	718		
Richmond	-		107,625
Total	71,364		
In 1837	80,557		109,275
1836	62,623		200,635
1835	75,732		212,100

FOREIGN ARRIVALS.	
Ships and Barques, 242.—Brigs, 506.—Schooners, 560.—	
Gallies, 4.—Ketch, 1.	
American..... 831	Spanish..... 2
English..... 461	Bremen..... 1
Sicilian..... 7	Portuguese..... 1
Dutch..... 3	Danish..... 1
Swedish..... 3	Oldenburg..... 1
French..... 2	
Total.....	1313
In 1837, 1591.—1836, 1452.—1835, 1302.	

COASTWISE ARRIVALS.
Ships and Barques, 106; Brigs, 602; Schooners, 3037; Sloop, 273. Total, 1838, 4018—1837, 4000—1836, 3944 1834, 3879.

The above list does not include wood and lumber coasters and fishing vessels, of which some thousands arrive annually. It contains such as are recorded on the Merchants' Hall News Room Books.

COMMERCE OF NEW YORK.

The following table of arrivals, which we take from the Shipping and Commercial List, in 1838. The number of arrivals from foreign ports is less than it has been in six years. The number of passengers less than it has been for eight years.

Arrivals at New York in 1838, from Foreign ports.

From 1st January 1838, to 1st of January 1839.

		Number of Arrivals.
Steamers	11	In 1830 - 1,510
Ships	487	1831 - 1,634
Barques	189	1832 - 1,808
Brigs	740	1833 - 1,926
Gallies	11	1834 - 1,932
Schooners	351	1835 - 2,043
Yatch	1	1836 - 2,292
		1837 - 2,071
Total	1790	1838 - 1,790

Of which there were—

American	1361	Arrival of British vessels.
English	230	included in the above.
Bremen	41	In 1830 - 92
Swedish	28	1831 - 278
Dutch	21	1832 - 369
French	20	1833 - 371
Hamburg	14	1834 - 303
Danish	14	1835 - 287
Spanish	11	1836 - 367
Colombian	10	1837 - 240
Austrian	7	1838 - 230
Portuguese	6	
Belgian	5	
Haytian	5	
Prussian	4	
Sicilian	2	
Sardinian	2	
Neapolitan	2	
Russian	1	
Mexican	1	
Texian	1	
Rostock	1	
Norwegian	1	
Mecklenburg	1	
Italian	1	

Passengers at New York.

Number arrived.

In 1830	30,224
1831	31,739
1832	48,589
1833	41,752
1834	48,140
1835	36,303
1836	60,541
1837	54,975
1838	25,531

Express.

The New York Express gives the subjoined prices of Flour at the latest dates.

New York.....	Western.....	\$9 — a — —
Do.....	Ohio.....	8 87 a 9
New Orleans.....		9 50 a 10
Mobile*.....		10 50 a 11 75
Charleston.....		9 25 a —
Galveston, Texas.....		25 — a 30 —
Baltimore.....		8 — a 8 50
Philadelphia.....		8 25 a 8 50
Fayetteville, N. C.....		6 50 a 7 50
Wilmington, N. C. Fayetteville.....		8 — a 9 —
Do. Canal.....		10 — a 11 —
Alexandria.....		7 75 a —
Wilmington, Del.....		8 — a —
Alton, Illinois.....		6 50 a 7 —
Natchez, Miss.....		11 — a —
Lynchburg, Va.....		6 25 a 6 50
Boston.....		8 50 a 9 50
Portland.....		8 87 1/2 a 8 75

* The Mobile Price Current of the 2d instant, states that sales had been made at \$10 50 a \$10 75 during the week, being rather below the previous week's quotations.

COMMERCE OF NEW YORK, From 1789 to 1837.

The following table presents a general view of the commerce of that state, from 1789 to 1837, which we have compiled from public documents. The imports prior to 1821, have not been published; at least we have been unable to lay our hands upon any document containing them, although the imports of the United States for that period, appear in the general table which is placed upon page 22. The documents for 1838 have not reached us. Tables similar to the present for each state are prepared, and will appear in our succeeding numbers. We shall also furnish in them detailed statements of the navigation of each state. We are not aware that any tables exhibiting so extended a view of commerce and navigation, particularly for each state, have ever been prepared and published; at any rate, they have been searched for in vain, and we have been compelled with much labour to prepare them, specially for this work.

Years.	EXPORTS.			Imports.	Duties on mer- chandise im- ported.	Drawbacks on foreign merch- andise.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	2,505,465	.	1,356,064	22,289	41,866
1792	.	.	2,535,790	.	1,232,888	45,592	50,801
1793	.	.	2,932,370	.	1,248,760	42,561	45,355 89
1794	.	.	5,442,183	.	2,146,819	266,302	71,693 17
1795	.	.	10,304,581	.	2,717,149	688,172	93,421 67
1796	.	.	12,208,027	.	3,056,518	865,877	103,945 53
1797	.	.	13,308,064	.	2,949,033	862,014	110,983 57
1798	.	.	14,300,892	.	2,702,259	916,282	111,488 72
1799	.	.	18,719,527	.	3,559,817	1,157,589	120,253 06
1800	.	.	14,045,079	.	3,625,423	869,403	97,791 06
1801	.	.	19,851,136	.	4,984,235	1,172,408	106,023 18
1802	.	.	13,792,276	.	3,530,208	1,033,316	79,152 85
1803	7,626,831	3,191,556	10,818,387	.	4,081,577	545,010	89,382 17
1804	7,501,096	8,580,185	16,081,281	.	5,172,805	1,283,604	106,610 54
1805	8,098,060	15,384,883	23,482,943	.	6,958,009	2,062,509	121,614 09
1806	8,053,076	13,709,769	21,762,845	.	7,307,185	2,406 463	141,186 14
1807	9,957,416	16,400,547	26,357,963	.	7,620,993	2,669,335	149,061 61
1808	2,362,438	3,243,620	5,606,058	.	3,611,685	799,796	146,682 61
1809	8,348,764	4,232,798	12,581,562	.	3,785,786	791,117	169,535 39
1810	10,928,573	6,213,757	17 242,330	.	5,248,619	842,540	188,556 73
1811	8,747,700	3,518,515	12,266,215	.	2,436,092	443,766	161,312 37
1812	6,603,508	2,358,414	8,961,922	.	3,316,325	419,001	162,582 14
1813	7,060,807	1,124,687	8,185,494	.	1,627,314	295,120	148,098 54
1814	197,987	11,683	209,670	.	631,758	25,986	152,412 66
1815	8,230,278	2,445,095	10,675,373	.	14,646,816	267,496	180,664 20
1816	14,168,291	5,521,740	19,690,031	.	10,810,553	1,368,221	191,355 47
1817	13,660,738	5,046,700	18,707,433	.	6,374,386	1,010,046	177,964 49
1818	12,982,564	4,889,607	17,872,261	.	8,277,497	631,004	119,853 79
1819	8,487,692	5,099,686	13,587,378	.	6,493,434	717,656	114,326 02
1820	8,250,675	4,912,569	13,163,244	.	5,506,516	687,838	115,632 28
1821	7,898,604	5,264,313	13,162,917	23,629,246	7,254,594	656,566	118,750 65
1822	10,987,167	6,113,315	17,100,482	35,445,628	9,952,832	545,723	126,797 89
1823	11,362,995	7,675,995	19,038,990	29,421,349	9,035,575	1,118,969	133,085 75
1824	13,528,654	9,368,480	22,897,134	36,113,723	11,191,282	1,426,466	146,620 67
1825	20,651,558	14,607,703	35,259,261	49,639,174	15,762,142	2,144,372	159,327 32
1826	11,496,719	10,451,072	21,947,791	38,115,630	11,535,912	2,662,299	163,574 11
1827	13,920,627	9,913,510	23,834,137	38,719,644	13,224,506	1,763,114	171,835 56
1828	12,362,015	10,416,684	22,777,649	41,927,792	13,764,831	1,570,277	165,898 26
1829	12,036,561	8,082,450	20,119,011	34,743,307	13,068,183	1,566,179	117,585 06
1830	13,618,278	6,079,705	19,697,983	35,624,070	15,081,003	1,665,979	110,163 08
1831	15,726,118	9,809,026	25,535,144	57,077,417	20,121,296	2,045,229	130,933 26
1832	15,057,250	10,943,695	26,000,945	53,214,402	15,089,636	2,281,675	137,960 25
1833	15,411,296	9,983,821	25,395,117	55,918,449	13,073,394	2,371,114	159,554 03
1834	13,849,469	11,662,545	25,512,014	73,188,594	10,225,877	1,522,084	186,365 73
1835	21,707,677	8,637,397	30,345,264	88,191,305	14,568,660	770,830	200,780 47*
1836	19,816,520	9,104,118	28,920,438	118,253,416	17,307,215	832,413	202,118 83*
1837	16,083,969	11,254,450	27,338,419	79,301,722	.	.	202,370 55*

* Ending September 30.

Circular Instructions to the United States Appraisers.

Treasury Department, }
June 20, 1839. }

An impression seeming to prevail at some of the principal ports of the United States that frequent violations of the revenue laws are committed by foreign goods being invoiced at a less rate than their actual cost, by which means the revenue is defrauded and the honest trader injuriously affected; and some cases of this kind having come to the special notice of

the Department, I deem it proper to call the particular attention of the appraisers to the subject, and to enjoin upon them the exercise of all practicable vigilance and scrutiny in regard to every description of goods, especially those paying an ad valorem duty, to see that the actual cost or value of any article of merchandise in the foreign market, from whence imported, is correctly stated in the invoice.

To enable you to arrive at a correct conclusion in such cases, the existing laws and Treasury regulations prescribing your duties seem to be full and ample, if properly com-

plied with; and it appears unnecessary, at this time, to do more than invite your careful attention to procure all desirable information, from all proper quarters, as to the true value of goods, and the attempts suspected for evading the revenue, and to discharge your duties, in other respects, as designated in the acts of Congress of the 27th of May 1830, and the 14th of July, 1832 and the several instructions issued under them.

(Signed) LEVI WOODBURY,
Secretary of the Treasury.

Interesting Facts.

The first decked vessel ever built within the limits of the old United States, was constructed on the banks of the Hudson, by Adrian Block, in the summer of 1614. She was called a yacht, and her first voyage was made through Hell Gate, into the Sound, and as far east as Cape Cod, by the Vineyard passage. It was in this voyage that Block Island was discovered. Within the first 46 years after the settlement of Massachusetts, there were built in Boston and its vicinity, 730 vessels, varying from 6 to 250 tons in burthen. One of these, the Blessing of the Bay, a bark of 50 tons was built in 1631. The celebrated English patriot and divine, Hugh Peters, caused a vessel of 300 tons to be constructed at Salem, in 1641. The first schooner ever launched is said to have been built at Cape Ann, in 1714. In 1713, Connecticut had but 2 brigs, 20 sloops, and a few smaller craft, employing but 120 seamen; while Massachusetts, about, the same time, had 462 vessels, the tonnage of which was 25,406, and employed 3,493 seamen.

The first ensign ever shown by a regular American man-of-war, was hoisted on board the frigate Alfred, in the Delaware by the hands of Paul Jones, in the latter part of December, 1775. What this ensign was, is not precisely known, as the present national colours were not formally adopted until 1777. The first regular American cruiser that went to sea, was the Lexington, a little brig of 14 guns, commanded by Captain John Barry, of Philadelphia. She sailed some time in the winter of 1775. The first American man-of-war that got to sea after the adoption of our present form of government, was the Ganges. She was originally an Indianman, but was purchased by the Government and converted into a cruiser, having an armament of 24 guns. She sailed in May, 1798, under the command of Captain Richard Dale, who was first Lieutenant of the Bon Homme Richard, when that ship captured the Serapis. The Constellation was the first of the new built vessels that went to sea, under Captain Truxton. She sailed in June, 1793, and was followed by the United States, and a little later, by the Constitution, both these latter sailing in July the same year. The first prize under our present naval organization, was the French Privateer La Croyable. She was a schooner of 14 guns, and was captured by the sloop of war Delaware, Captain Decatur. The above historical facts we have gleaned from Mr. Cooper's excellent Naval History of the United States.—*Post.*

LOUISVILLE AND PORTLAND CANAL COMPANY.

From the fourteenth Annual Report of the Louisville and Portland Canal Company, we learn that "the expenditure in 1837, towards the completion of the Canal, was \$5,942 06, and fifty shares of stock were sold in January last for \$6,050 to meet the same. In the past year the amount expended on the same account has been \$20,846 30; to replace which, two hundred shares of stock have been sold in Philadelphia for \$26,000, which will leave a balance of \$5,361 65, to be appropriated towards the permanent improvements now in progress. The number of shares is now 9,783, equal to \$978,300.

Balance in the Treasury, including amount received in Philadelphia for two hundred shares of stock, \$50,193 59.

The above balance will enable the Company to make a final Dividend of five per centum, which, with the partial dividend of six per cent. paid in July, will make eleven per cent. for the year.

The unprecedented continuance of low water in the Ohio, at the season of the most profitable operations on the Canal, has lessened the receipts in the last quarter of the year, in the sum of from \$25,000 to \$30,000 of what might have been reasonably anticipated, and that instead of five per cent., a dividend of eight per cent. would, in the ordinary state of the river, have been made.

The improvements towards the completion of the Canal during the past year, have progressed with much more rapidity than in any former year, the long continuance of low water, and the consequent necessity of taking advantage of this circumstance in expeditiously laying the foundation for the walls in such parts of the Canal where the solid rock is generally under water; this part has been accomplished, with the exception of about 100 yards yet to be laid, on which a strong force is still employed.

Abstract of the boats that have passed, and Tolls received on the Louisville and Portland Canal.

Steam-boats.	Flat and Keel Boats.	Tons.
1831—406	- 421	- 76,323
1832—453	- 179	- 70,109
1833—875	- 710	- 169,885
1834—938	- 623	- 162,000
1835—1,256	- 355	- 200,413
1836—1,182	- 260	- 182,220
1837—1,501	- 165	- 242,374
1838—1,058	- 438	- 201,750
7,669	3,151	1,305,074
1831—Amount received	- - -	\$12,750 77
1832—Amount received	- - -	25,756 12
1833—Amount received	- - -	60,736 92
1834—Amount received	- - -	61,848 17
1835—Amount received	- - -	80,165 24
1836—Amount received	- - -	88,343 23
1837—Amount received	- - -	145,424 69
1838—Amount received	- - -	121,107 16
		\$596,132 30

Resolved, That the board of President and Directors be directed to make and pay out to the Stockholders a final dividend of five dollars per share for the last six months, on the whole number of shares standing on the books of the Company, Dec. 31st. 1838, to be paid to the persons in whose names the stock stood on that day, making the dividend for the year eleven per cent.

In our next number we design to give a comparative view of the sales of Stocks in this city and New York, during the month of June, which time has not allowed us to finish for the present week.

Four pages of this number were printed to accompany the specimen number, which will account for their being headed "February."

A few complete copies of the Register of Pennsylvania, conducted by the editor of the present work for eight years, can be obtained in sixteen volumes; furnishing a large amount of facts and documents relating to the state of Pennsylvania.

It is respectfully requested of gentlemen intending to subscribe for the Commercial and Statistical Register, to favour us as early as possible with their names—that they may be able to procure the first number, of which, only a limited supply is on hand, and that we may be guided as to the issue of future numbers.

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UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I.

PHILADELPHIA, WEDNESDAY, JULY 10, 1839.

No. 3.

SEVENTH ANNUAL REPORT

Made by the Board of Trade to the Coal Mining Association of Schuylkill County.

The Board of Trade now present to the Coal Mining Association, their Seventh Annual Report, in which they have endeavoured to point out the state and condition of the coal trade.

The business during the year preceding our last report was varied in the extreme, being at one time at a complete stand and at another moving on with irresistible force.

The past year has been as different from the preceding one as possible, the business having generally progressed with a steady but rather sluggish pace.

When speaking of a sluggish pace, we bring into comparison the preceding year, in which there was 92,000 tons of coal more mined from this district than in the year just past. So that instead of increasing our business, as we had hoped and were prepared to do, we have receded from the product of 1837 nearly 100,000 tons, such a movement it might reasonably be supposed would be felt by all engaged in the business, and it was.

This great falling off in the business of the past year was the consequence of so large a stock of coal remaining unconsumed on the first of April last.

The following table exhibits the product of the several mining districts for the past year, with the amount on hand at the opening of the navigation :

April 1st, 1838, in market,	-	-	200,000 tons
Sent this year from Schuylkill,	-	-	433,875
do Lehigh,	-	-	152,699
do Lackawana,	-	-	78,207
do Beaver Meadow,	-	-	44,966
do Hazleton and Laurel Hill,	-	-	16,221
do Pinegrove about	-	-	13,000
Total,			938,968

Of the amount mined from the Wilkesbarre Mines the past season, we are ignorant, but it does not affect the Atlantic markets, as it is entirely consumed in the interior.

The Coal mined on the Shamokin the past year, has also been consumed in the valley of the Susquehanna, though when the Susquehanna Canal is completed to tide water (which is expected in all the present year) this will not be the case, as this grand canal will afford an excellent outlet into the Chesapeake Bay for all the Coal mined on the Susquehanna and its tributaries. From the Chesapeake the Coal can be shipped to any market, through to the Southern markets with more advantage than to Philadelphia and Eastern markets.

Of the Coal sent from Pinegrove, only 809 tons reached Philadelphia, and 30,390 tons of what was entered on the Schuylkill, was taken for the supply of places along the line of the canal, making a total of 42,581 tons from these two places that did not reach tide water.

Of the amount disposed of in a similar manner from the mines of the Lehigh and Lackawana, we have no positive knowledge, but estimating from the population inhabiting the sections of country through which the Coal from these mines is transported, we are led to conclude that the amount must very considerably exceed that consumed on the line of the Schuylkill and Union canals.

VOL. I.—4.

The following table shows the amount of Anthracite Coal sent to market for several successive years, and the amount consumed as nearly as could be arrived at by estimates that were made each year of the stock on hand the 1st of April :

April 1st, 1832, none in market.			
Sent this year from all sources,	-	-	368,871 tons
Consumed,	-	-	298,871
April 1st, 1833, remaining unsold,	-	-	70,000
Sent this year from all sources,	-	-	484,986
Consumed,	-	-	554,986
April 1st, 1834, remaining unsold,	-	-	120,000
Sent this year from all sources,	-	-	374,186
Consumed,	-	-	494,186
April 1st, 1835, remaining unsold,	-	-	79,000
Sent this year from all sources,	-	-	556,935
Consumed,	-	-	635,935
April 1st, 1836, none in market.			
Sent this year,	-	-	682,428
Consumed,	-	-	632,428
April 1st, 1837, remaining unsold,	-	-	50,000
Sent this year from Schuylkill,	-	-	523,152
do Lehigh,	-	-	192,595
do Lackawana,	-	-	115,387
do Beaver Meadow,	-	-	31,307
do Pinegrove,	-	-	17,000
Consumed,	-	-	929,441
April 1st, 1838, remaining unsold,	-	-	200,000
Sent this year from Schuylkill,	-	-	433,875
do Lehigh,	-	-	152,699
do Lackawana,	-	-	78,207
do Beaver Meadow,	-	-	44,966
do Hazleton and Laurel Hill,	-	-	16,221
do Pinegrove,	-	-	13,000
			938,968

It is necessary here to remark that in our last report inadvertently an error was committed in stating that there was no Coal remaining unsold in the market on the 1st of April, 1837, whereas there was then 50,000 tons, as we have stated in the preceding table.

It appears that there were 5805 tons of Bituminous Coal brought to market during the past year, by way of the Union and Schuylkill canals. Of the whole product of this extensive region, or of the amount sent to market by the other routes, we have no precise information.

The quantity of Coal sent to market this year, with the stock on hand the 1st of April last, we believe will be fully

equal to the demand, notwithstanding the unusual severity of the winter since its first setting in the latter part of November last, up to the present time.

That there will be a scarcity felt in some places while others have much more than they require, we have no doubt; and this is a state of things over which we cannot have any control, but must leave it to those to regulate who know more intimately the wants of the community which they undertake to supply with the article of fuel.

It is not the interest of those engaged in mining Coal that a scarcity should be felt at any point, but that there should be a full and ample supply, in order that those who use this article may feel assured of being able, at all times, of obtaining a sufficiency.

It has frequently been asserted that the Colliers were endeavouring to create a panic, or to produce an excitement on an apprehended scarcity of this article; but those persons who promulgate such as their opinion, can know but little of regular business of any kind, or they would know that it is ever the interest of any class of individuals engaged in business to produce sudden changes and fluctuations, this suits none but those who are mere speculators in articles of prime necessity.

The experience derived since 1830 from our business, must have satisfied every one engaged in it that the various fluctuations to which it has been subjected, has been to us a signal injury instead of a benefit, and has operated in the same manner on consumers, though in a minor degree.

It must be evident to every one who will investigate the subject, that the wrong direction of the active labour of the country, so as to produce a great excess of any article above the wants of the community, must increase the cost of living; inasmuch as it abstracts labour from other branches of business, the products of which will fall far short of the necessities of the public, and their cost is increased in a greater ratio than the cost of articles in which there is an excess, is reduced: because many of those who have large stocks of any article on hand more than is required, have ability to hold them, and do so in preference to selling them at a great sacrifice.

In one case there is a good amount of capital lying useless in the other, not sufficient to meet our wants; it is like a farmer who has misdirected his efforts, and raised more hay than he knows what to do with, and not sufficient grain for his necessities.

This being the case, we are all interested in properly proportioning the labour of the country to the different objects; and it may be sure, with much truth be said, that such a thing is almost impossible, but there can be no doubt, that with a proper disposition on the part of individuals combined, with well directed and united exertions, a much nearer approximation to the end may be obtained in this section of country than we can at present lay claim to.

A perusal of the history of the Iron and Coal Trade of England and Wales, will give us unquestionable evidence, that those persons engaged in these trades have, by close attention to the subject, arrived at a very correct knowledge of the annual wants of several millions of people, comprising their own nation, and also the demands of other nations, particularly for their iron.

Although the rate of interest is low and capital abundant in England we do not hear of an excess in the annual supply of Coal, equal to one-fourth of the whole consumption; which would be from 4 to 5,000,000 tons, worth from 30 to 40,000,000 dollars: this is too large a capital to be locked up in the unrequired products of any one branch of business. If the business was in this situation, it would be necessary, in order to make it profitable, to charge a high price on what was consumed.

But the best policy, both for the consumer and those directly interested in the business, is to regulate the supply to the wants.

In this country there may be more difficulty in regulating the supplies than in England, for various reasons that might be assigned; but, as we have before said, we believe that much might be accomplished by well directed efforts, and

would therefore earnestly request all those who are engaged in mining and selling Coal, to turn their attention to the subject, in order that they may bring together all the information that can be obtained upon it.

A Committee previously appointed by the Colliers, proceeded on the 27th of August last, in company with Mr. Cook, the builder, to test the correctness of the Weigh Locks on the line of Canal, and after spending more than a week in a minute and laborious investigation, they made a report that showed such trifling discrepancies between the Weigh Lock weight and the cargo as weighed into the boat, that the scales may be considered as virtually correct. This investigation was commenced in consequence of the great loss sustained in the weight of Coal for some time past, and the result goes to show that the deficiency is not produced by incorrectness of the scales, but we think much of it will be found in the incorrect register of the light weight of boats, as was illustrated in the boat used in testing the Locks; her registered weight being 1½ tons 6 cwt. and her weight, as ascertained by the Committee, was 14 tons, being a difference of 1 ton 6 cwt., and in some cases there is no doubt a greater error than this.

We see no other way to correct this evil, than to pursue the course recommended in our last report, of having the boats frequently weighed.

The toll on our Canal has been considerably reduced since its first opening, both by lessening the actual charge and by improving the canal; yet we think it should be still further reduced to bring us into fair competition with the Lehigh and Lackawanna Coal Regions, in the Eastern markets; and that the Navigation Company can well afford to do so, is evidenced by the rise of their stock from the par value of 50 dollars, to 160 dollars per share.

The following table shows the increase of the average tonnage of the boats on the canal since its first opening.

Years.	Average tons per Boat.
1825 - - -	25
1830 - - -	30 4-20
1835 - - -	48
1838 - - -	54 14-20

Here we have an increased average in 13 years of 29 tons, being more than the boats actually carried when the canal first went into operation; showing very plainly that the Navigation Company have not been idle since the line of communication was first opened.

The rail road between Reading and Philadelphia is completed as far as Norristown, and the portion between Norristown and Philadelphia is in progress, and the Engineers report that it will be completed by August next.

From Reading to this place, some of the heavy sections are now under contract, and it is probable that it will be completed in about two years.

The Engineers state that the transportation on the rail-road, has so far been effected to a great extent with Anthracite Coal, and that they believe it to be, in all respects, the most advisable and the most economical fuel for the heavy description of engines contemplated for the accommodation of the Coal trade.

Anthracite has long since been introduced into the steam-boat for generating steam, by the Lehigh Company, and more recently by Stockton & Stevens in some of the ferry boats about New York, and in one or more of the boats plying between New York and Albany, and they are perfectly satisfied with the result of the trial they have given it. We have been informed that they contemplate making the necessary arrangement this winter, to use this fuel on some of their boats, plying between New York and Albany.

When the Atlantic Steamer, the Liverpool, was in New York, experiments were made on board of her with this fuel which proved highly satisfactory.

In our last report we observed that Anthracite had been successfully used in Wales for smelting iron, and we gave as our opinion, that before another year, it would cease to be an experiment in this country; and so it has, as is fully illustrated by a furnace on the Lehigh working with this fuel alone, to the entire satisfaction of the proprietors, Messrs. High, &c.

In 1834, the process of puddling or refining Iron with Anthracite, was tried by Messrs. Buckley & Swift of this place, and the practicability of it fully shown, and there is now on the Little Schuylkill a puddling furnace, belonging to Mr. Bartolet, in operation with Anthracite and a small portion of wood into mixed.

That the operations in the manufacture of Iron will, in the course of a few years, consume a large quantity of coal, there can hardly remain a doubt even in the minds of the most sceptical.

The great amount of Coal that will be used for various purposes, as in making Iron, generating steam in stationary Engines, Steamboats and Locomotives, in burning lime, and for all the domestic purposes of life, might induce some person less acquainted with the subject than ourselves to think that a scarcity of the article must be the inevitable consequence. But when we bring before their notice the great resources from whence the supply will come, they will certainly unite with us in believing that many generations must come and pass away before such a result need be apprehended.

The Coal field known as the first Coal basin, is opened at the eastern end by the Lehigh; near the middle by the Schuylkill; further west by the Swatara, and at the western end it is reached by some of the tributaries of the Susquehanna.

The second or Mahanoy Coal basin, is opened at the western end by the Shamokin, near the middle by the Pottsville and Danville rail-road, and at the eastern end by the Beaver Meadow rail road to the Lehigh.

The third or Wilkesbarre Coal basin is opened on the east by the Lackawanna Coal Company. From near Wilkesbarre there is a rail-road being constructed to the Lehigh, and on the west the Susquehanna affords an outlet.

These three basins comprise a surface of from 8 to 900 square miles, from which there has not been mined more than 5 or 6,000,000 of tons up to the present time—and even at the rate of 20,000,000 of tons annually, (the amount now consumed in England) these Coal fields will supply generations of men so far removed from us that the most dreamy philosophers and philanthropists do not pretend to any foresight of what may be their condition, much less to arrange for their necessities.

From our knowledge of the mines now in operation, and what they have produced, and of the many others that are being prepared for active operation, we feel quite satisfied that for the present times the supply thrown into market will be fully equal to the consumption.

If there should be any doubt of the sufficiency of ways for transporting Coal to market, we need but revert to the many canals that intersect the country, and to the rail-roads already made and making.

In about two years there will be a rail-road from this place to Philadelphia, on which Coal can be transported at nearly all times, which will result in keeping a regular supply in market, and in preventing the great fluctuations in price that have been witnessed heretofore.

The Schuylkill Canal is capable of transmitting a much larger amount than has ever yet been carried on it, and when we add to this the capacity of the rail-road, the amount of tonnage that can be transported from this region, will far surpass what can possibly be required for a great number of years.

The canal was closed by ice on the 25th of November, being four days earlier than it was ever closed before.

We would respectfully ask the members of this Association, or other persons, to communicate to the Board of Trade any information they now have, or may become possessed of, that is interesting to those who are engaged in this business.

Respectfully submitted,

G. G. PALMER, President.

January 7th, 1889.

ITEMS.

Discovery of Copper.—We are told, says the St. Louis Republican, that a batch of copper ore has been recently discovered on the tract in this state, known as the Mina La Motte tract, from which about 75,000 lbs. of mineral have been already taken. The prospect is said to be fair for the discovery of a bed of the same mineral.

Maryland Copper.—We learn from the Frederick Herald that a rich and very valuable copper mine has recently been opened on the land of Captain Coale, near Liberty town in that county. The mining operations, which are carried on by himself and brothers, were commenced in April last, and already several tons of ore of the finest and purest quality are said to have been obtained. At the depth of twenty-two feet from the surface they have struck three different veins of copper, one of which is said to be three feet broad, and the best judges are of opinion that the body of ore is inexhaustible. On the estate of Colonel Coale, about a quarter of a mile from the present operations, the indications of copper are also manifest and unequivocal, and there is every reason to believe that the vein now opened extends the whole distance. — *Baltimore American.*

Salt.—In the Hocking Valley, Ohio, a well has been sunk to the great depth of six hundred feet, for the purpose of obtaining salt water. The object of the enterprising individuals has been fully accomplished, a supply of water having been reached of a strength which requires but forty-three gallons to make a bushel of salt of fifty pounds. The water rises spontaneously to the surface, and flows at the rate of 4,000 to 5000 gallons per day. This new well is in the vicinity of that owned and worked by Messrs. Ewing and Vinton for some years past.

Quick Silver Mines.—The Pottsville Miners' Journal says:—We learn that several gentlemen of this borough have discovered a mine of quick silver, on the north side of the Blue Mountain. We have seen some of the quick silver which was obtained from a spring running from a rock, which is pronounced by judges to be of an excellent quality.

Gold in Missouri.—The St. Louis Republican has the following: Amongst the many varieties of minerals which abound in this state, we now have incontestable evidence of the existence of gold. We were yesterday shown a lump of native gold, which was found on the farm of Mr. Bacon, on the waters of the Merrimac, about thirty miles from this city, in this county. The lump was turned up where he was ploughing, and was about half the size of a hen's egg. It has been assayed by the gentlemen of the Western Academy of Natural Science, and pronounced to be seventeen carats fine. We are told that a number of lumps of the same kind have, at different times been picked up in that neighbourhood, but no one knowing what metal it was, it has heretofore elicited very little attention. We are not informed whether the indications are such as to justify the expectation that it exists in large quantities. We presume, from its having been found in several places, that there will yet be more important discoveries made.

A fine Marble Quarry has been discovered in Walker county, Ky., and the owners of the rich deposits are making arrangements to work. A writer in the Frankfort Commonwealth speaks of the marble as unequalled, by any heretofore discovered in our country, regard being had to polish, texture and variety. He mentions a hill 100 feet high and nearly half a mile long, composed of solid marble, and adds:

"These belts constitute a variety in colour, figure and texture, that baffle all limitation. Examine any one of these, at any point, along its whole length, and it will be found to possess precisely the same beautiful deciphering as at the beginning—and yet totally different and distinct from its elbow neighbours on either hand."

One of the largest cast iron water wheel shafts ever made in this country, was cast the other day at the Fredgar Foundry, Richmond, Va., weighing near four tons, for the Manchester Cotton Factory.

DEBTS OF THE SEVERAL STATES

In May, 1838, after the passage of the General Banking Law, authorizing the Comptroller to issue circulating bank notes on a pledge of the evidences of public debt of the several states, Mr. FLAGG sent a circular to the financial officer of each state, soliciting information in regard to the amount of stock created, the rate of interest, and when payable, the mode of transferring the stock, whether specific funds were pledged for the payment of interest, and whether the interest in all cases was paid by the state. Full answers were received to these inquiries, except in two or three cases: And the amount of stock, actually issued previous to the time of giving the information, (say in June, 1838,) was stated in the Comptroller's annual report of 1839, page 89, at \$123,703,750 11.

The following tables show the total amount of stock issued and authorized to be issued by each of the eighteen states which have resorted to this mode of raising money. Where the returns of the financial officer did not afford all the information which was desired, the state laws have been examined to ascertain the extent of authorized loans. The operations of many of the states have been so extensive and varied, that it is not an easy matter to get at the precise amount of stock issued and authorized to be issued. It is probable, however, that the aggregate amount of stock authorized by all the states is even greater than the amount stated in the tables.—*Albany Argus*.

Statement of the amount of Stocks and Bonds issued and authorized by the statute to be issued by the several states named below, giving the year in which each state commenced issuing stock, the object for which issued, &c.

Name of State.	Year in which issue of stock comc'd.	For what object issued.	rate per cent.	Amount for each object.	Total.
Maine - - -	1830	Inns and Hospitals, Primary Schools, Bounty on Wheat, and General Expenditures - - -	5, 5½ & 6	\$ 554,976 00	\$ 554,976 00
Massachusetts -	1837	Loans to Railroads - - -	5	4,290,000 00	
New York - - -	1823	For Canals - - -	6	548,000 00	4,290,000 00
		For Canals - - -	5	11,968,674 41	
		Loaned to Dela. and Hudson Canal	5	800,000 00	
		Loans to Railroads - - -	4½, 5	3,787,700 00	
		To River Navigation - - -	5	10,000 00	
		General Fund Debt - - -	5	586,532 43	
		Astor Stock - - -	5	561,500 00	18,262,406 84
Pennsylvania -	1821	For Canals - - -	5	16,576,527 00	
		" Railroads - - -	5	4,964,484 00	
		" Turnpikes and Bridges - - -	5	2,595,992 00	
		" Miscellaneous - - -	5	3,166,787 00	27,303,790 00
Maryland - - -	1824	Medical University - - -	5	30,000 00	
		Penitentiary - - -	5	97,947 30	
		Tobacco Inspection - - -	5	78,000 00	
		For Railroads - - -	5 & 6	5,500,000 00	
		" Canals - - -	5 & 6	5,700,000 00	
		Washington Monument - - -	5	10,000 00	
		Expense of riots - - -	5	77,033 48	
Virginia - - -	1820	For Canals and River Navigation -	5, 5½ & 6	3,835,350 00	11,492,980 73
		" Railroads - - -	& 6	2,128,900 00	
		" Turnpikes - - -	"	354,800 00	
		" Revolutionary Debt - - -	6	24,039 00	
		" War Debt of 1814 - - -	7	312,000 00	6,662,089 00
South Carolina	1820	Public Improvements - - -	5 & 6	1,550,000 00	
		To Mrs. Randolph - - -	6	10,000 00	
		Cincinnati and Charleston Rail Road - - -	5	2,000,000 00	
		To rebuild Charleston - - -	5	2,000,000 00	
		Revolutionary Debt - - -	3	193,770 12	
Alabama - - -	1823	For Banking - - -	5	7,800,000 00	10,800,000 00
		" Railroad - - -	5	3,000,000 00	
Louisiana - - -	1824	For Banking - - -	5	22,950,000 00	
		" Railroad - - -	6	500,000 00	
		New Orleans Draining Company -	5	50,000 00	
		Heirs of Jefferson - - -	6	10,000 00	
		Charity Hospital - - -	5	125,000 00	
		State House - - -	5	100,000 00	
Tennessee - - -	1823	For Banking - - -	5 & 6	3,000,000 00	23,735,000 00
		" Turnpikes - - -	5 & 6	118,166 66	
		Railroads and Turnpikes - - -	5	3,730,000 00	
		Improving Rivers - - -	5	300,000 00	
Kentucky - - -	1824	For Banking - - -	5	2,000,000 00	7,148,166 66
		" Improving Rivers, by Locks, &c.	5	2,619,000 00	
		" Turnpikes and M'Adam Roads	5	2,400,000 00	
		" Railroads - - -	5	350,000 00	
Ohio - - - -	1825	For Canals - - -	6	6,101,000 00	7,369,000 00
					6,101,000 00

TABLE CONTINUED.

Name of State.	Year in which issue of stock com'd.	For what object issued.	rate per cent.	Amount for each object.	Total.
Indiana - - -	1832	For Banking - - - - -	5	1,390,000 00	11,890,000 00
		" Canals - - - - -	5	6,700,000 00	
		" Railroads - - - - -	5	2,600,000 00	
		" M'Adam Turnpike - - - - -	5	1,150,000 00	
		" River Navigation - - - - -	5	50,000 00	
Illinois - - -	1831	For Banking - - - - -	6	3,000,000 00	11,600,000 00
		" Railroads - - - - -	6	7,400,000 00	
		" Canals - - - - -	6	500,000 00	
		" Payment of State Debt - - - - -	6	100,000 00	
		" River Navigation, &c. - - - - -	6	600,000 00	
Missouri - - -	1837	For Banking - - - - -	5	2,500,000 00	2,500,000 00
Mississippi - - -	1831	For Banking - - - - -	5	7,000,000 00	7,000,000 00
Arkansas - - -	1836	For Banking - - - - -	5	3,000,000 00	3,000,000 00
Michigan - - -	1836	Controversy with Ohio - - - - -		100,000 00	5,340,000 00
		Internal Improvement - - - - -		5,000,000 00	
		Loaned to Railroads - - - - -		120,000 00	
		State Penitentiary - - - - -		20,000 00	
		University - - - - -		100,000 00	
					\$170,806,179 35
By adding amount deposited by U. S. in Treasuries of the several States for safe keeping					28,101,644 97
It makes the aggregate debt of all the States, existing and authorized					\$198,907,824 32

Summary of the amounts of Stock issued and authorized to be issued for Banking, for Canals, Rail Roads, Turnpikes, and for Miscellaneous objects.

STATES.	For Banking.	For Canals	For Railroads.	For Turnpikes	Miscellaneous.	Total.
New York, - - -		18,816,674	3,787,710		1,158,032	18,262,406
Pennsylvania, - - -		16,579,527	4,964,484	2,595,992	3,166,787	27,306,790
Massachusetts, - - -			4,290,000			4,290,000
Maine, - - -					554,976	554,976
Maryland, - - -		5,700,000	5,500,000		292,980	11,492,980
Virginia, - - -		3,835,350	2,128,900	354,800	343,139	6,662,189
South Carolina, - - -		1,550,000	2,000,000		2,203,770	5,753,770
Ohio, - - -		6,101,000				6,101,000
Kentucky, - - -	\$2,000,000	*2,619,000	350,000	2,400,000		7,369,000
Illinois, - - -	2,000,000	*900,000	7,400,000		800,000	11,800,000
Indiana, - - -	1,390,000	6,750,000	2,600,000	1,150,000		11,890,000
Tennessee, - - -	3,000,000	*300,00	3,730,000	118,166		7,148,166
Alabama, - - -	7,800,000		3,000,000			10,800,000
Missouri, - - -	2,500,000					2,500,000
Mississippi, - - -	7,000,000					7,000,000
Louisiana, - - -	22,950,000	50,000	500,000		235,000	23,735,000
Arkansas, - - -	3,000,000					3,000,000
Michigan, - - -		2,500,000	2,620,000		220,000	5,340,000
	52,640,000	60,201,551	42,871,084	6,618,958	8,474,684	170,806,177

* Whole or part for improvement of river navigation

Statement, showing the amount of Stocks issued, and authorized by law to be issued by the several States named below, in each period of five years from 1830 to 1835, and from 1835 to 1838.

STATES.	From 1830 to 1835	From 1835 to 1838	From 1830 to 1835	From 1835 to 1838	Total.
New York, - - -	* \$6,872,781	1,624,000	2,204,979	12,229,288	\$22,931,048
Pennsylvania, - - -	1,680,000	6,330,000	16,130,003	3,166,787	27,276,790
Massachusetts, - - -				4,290,000	4,290,000
Maine, - - -				554,976	554,976
Maryland, - - -	57,947	576,689	4,210,311	6,648,022	11,492,980
	8,610,728	8,500,689	23,100,269	26,334,108	66,545,794

* Of this amount, about four and a half millions of dollars have been redeemed

TABLE CONTINUED.

STATES.	From 1820 to 1825.	From 1825 to 1830	From 1830 to 1835.	From 1835 to 1838.	Total.
Brought Forward, -	8,610,728	8,500,687	23,100,269	26,334,108	66,545,794
Virginia, - - -	†1,030,000	469,000	636,500	4,132,799	6,319,200
South Carolina, - -	†1,250,000	310,000		4,000,000	5,560,000
Ohio, - - -		4,400,000	1,701,000		6,101,000
Kentucky, - - -				7,369,000	7,369,000
Illinois, - - -			600,000	11,000,000	11,600,000
Indiana, - - -			1,890,000	10,000,000	11,890,000
Tennessee, - - -			500,000	6,648,000	7,148,000
Alabama, - - -	100,000		2,200,000	8,500,000	10,800,000
Missouri, - - -				2,500,000	2,500,000
Mississippi, - - -			2,000,000	5,000,000	7,000,000
Louisiana, - - -	1,800,000		7,335,000	14,600,000	23,735,000
Arkansas, - - -				3,000,000	3,000,000
Michigan, - - -				5,340,000	5,340,000
	12,790,728	13,679,689	40,612,769	108,423,808	\$174,906,994

* Virginia has a war debt of \$343,109 17, contracted previous to 1829.
\$193,770 12

† South Carolina has a revolutionary debt of

MAINE.—The stock issued by this state is to be redeemed under the direction of the legislature, by the sale of public lands, from the debts due the state, by taxes, or new loans, as may be deemed expedient from time to time. The amount of notes due from individuals to the state, (August, 1838) is \$326,721. The whole amount of located lands belonging to the state, is 1,400,000 acres, valued at \$1,500,000. The undivided lands belonging to Maine, are estimated at 3,011,000 acres, making the total number of acres 4,411,000. This total includes half of the land north of the St. John's river, in the King of Holland's award. The stock of this state is negotiable and transferable by the holder, and the interest in all cases is payable by the state. The interest on \$235,000 is payable at Boston, annually, and the interest on the residue at the state Treasury, annually and semi-annually, the stock bears interest at 5, 5½, and 6 per cent. The value of the taxable property of the state in 1830, was \$28,807,687 24.

NEW HAMPSHIRE has issued no stock. The expenses of government are defrayed by a direct tax.

VERMONT.—This state has issued no stock.

CONNECTICUT.—This state has issued no stock or bills of credit, since the revolutionary war. "The amount of grand list is \$97,122,697," in 1837.

RHODE ISLAND.—This state has issued no stock. Valuation in Jan. 1824, \$32,540,000.

MASSACHUSETTS.—Interest on two millions of stock payable in London by the rail-road corporation, in whose favour the stock is created; the interest on the rest is payable at the state Treasury, the several corporations reimbursing the Treasury for the interest so paid out. The scrip in all cases is made payable to bearer, and no form is necessary in transferring the same. The real and personal property within the state is \$208,330,407.

NEW YORK.—This state commenced issuing stock in 1817, for the construction of the Erie and Champlain canals. The sum of \$600,000 was issued prior to 1820. The law of 1817 created a board of commissioners of the canal fund, consisting of the state officers, and placed under the management of the board, specific revenues which were pledged for the payment of the money borrowed. There has been derived from the auxiliary funds thus set apart, since the first organization of the canal fund, the sum of \$6,824,761; which exceeds by \$276,000, the whole amount paid for interest on all the money borrowed for the Erie and Champlain canals for 21 years, from 1817 to 1838. From 1821 to 1838, these two canals have yielded in tolls \$15,083,375 97. The result is, that the whole of the original debt is provided for, and except about 2½ millions, has been paid off and the stock cancelled. The laws authorizing money to be borrowed previous to 1825, con-

tained the following provision, viz.—"That it shall not be lawful for the commissioners of the canal fund, to make loans under this act, beyond such amounts as for the payment of the interest thereof, the canal fund, at the time, shall be deemed ample and sufficient."

In 1825, the financial policy in regard to moneys borrowed, was changed, and loans from that time to the present have been authorized without setting apart specific funds for the payment of interest. In each case, however, the payment of the interest is made a charge on the Treasury; and provision has been made to borrow from the Erie and Champlain canal fund to meet this demand on the Treasury. In 1837, after the suspension of specie payments, this state paid the interest on its whole debt in coin, and redeemed about one million of the stock due in 1837, by paying 109 dollars in New York city paper for each 100 dollars of stock redeemed. For six years, from 1833 to 1838, the revenue from the tolls of the canals, after defraying all expenses of repairs, and paying interest on the whole amount of the outstanding debts, has yielded an average surplus of \$610,000 per annum. This surplus will sustain a debt of 12 millions of dollars.

The stocks issued by the state of New York, are transferable in the city of New York, either by the owner in person or by a power of attorney. The original certificate in all cases to be produced when the transfer is made.

The aggregate valuation of real and personal estate in 1837 was \$627,554,784.

PENNSYLVANIA.—This state pays the interest on its stock at the bank of Pennsylvania, where the stock is transferable. The following revenues are set apart for the payment of interest on the stock loans, viz. canal and railroad tolls, dividends on turnpike and bridge stock, auction duties, collateral inheritances, county rates and levies, tax on personal property, and escheats. Whenever the revenues arising from the above sources is not sufficient for the payment of the interest on the stock loans, the deficiency is taken out of the Treasury proper. The acts of assembly directing the loans to be made, direct also that the Governor shall borrow on the credit of the commonwealth, and such fund or funds as have been or shall be created, for securing the punctual payment of the interest, and the reimbursement of the principal.

The aggregate valuation of real and personal estate in 1835 was \$294,509,187.

NEW JERSEY has not issued stock of any kind, or loaned her credit to any company.

MARYLAND.—This state in all cases pays the interest on the stock, half yearly and quarterly, but the companies which the state has aided by its loans, reimburse the Treasury for the amount of interest paid from time to time. A sinking fund has been established from premiums and

other sources, which now, (1838) amounts to \$1,070,316 63, which is applied to the purchase of the state stock.

During the suspension of specie payments, this state did not pay the interest on its stock, either in specie or its equivalent. Some of the holders of the stock refused to receive depreciated bank paper for the dividends, and the treasurer, in Dec. 1837, reported this fact to the legislature, and in March, 1838, an act was passed which provides that the state treasurer shall cause the interest on the state stock that shall hereafter accrue, and that which has accrued since the first of April, 1837, to be paid "either in coin or its equivalent in current bank notes, to be determined by the commissioners of loans by the price of coin in Baltimore on the quarter day.

The private, real, and personal property, other than merchandise, and rights and credits of all sorts, is estimated at over \$100,000,000. No uniform mode of valuing property throughout the state is observed. In most of the counties, the valuations are made under acts of 1785 and 1797, which requires all lands to be put down at \$3 per acre, male slaves at the highest, \$100, and females at \$8 each.

VIRGINIA.—The interest on the stock issued by this state, is payable semi-annually at the treasury in gold or silver. The profits of the improvements for which the stock is issued, are pledged for the payment of interest and principal; and if necessary the general revenues of the commonwealth are pledged for the payment of the interest.

The aggregate valuation of the real property of the state in 1818 was \$206,893,978; and now probably three hundred millions. There is no mode of ascertaining the personal property.

SOUTH CAROLINA.—The faith of the state and the capital of the Bank of the state of South Carolina, and the annual dividends thereof, pledged for the payment of \$800,000 issued from 1822 to 1826. And the annual dividends have been formed into a sinking fund for that purpose, and at this time, (Oct. 1838,) amount to upwards of \$800,000, so that the six per cents. redeemable in 1840 will no doubt then be paid. The interest on two millions, to be loaned to the Louisville, Cincinnati and Charleston rail road, is payable semi-annually in London. The two millions for rebuilding a part of Charleston, is to be loaned to individuals, and the stock to be re-imbursed from the mortgages of individuals. The interest on the state stock is payable semi-annually in London.

Valuation of property, \$200,000,000

OHIO.—The interest on the stock of this state is payable in New York where the stock is transferable. Auxiliary funds are set apart for the payment of the interest, and in case of a deficiency therein, it is made the duty of the Auditor of State to levy an adequate amount by direct taxation. The loans were invariably made on pledges of specific revenues for the payment of both principal and interest.

The state of Ohio, at the commencement of its loans, organized a system of finance on a firm foundation, providing by direct taxation for the payment of the interest and the ultimate redemption of the principal. In 1837, after the suspension of specie payments, Ohio paid the interest on its debts in New York city paper, at the rate of 109 dollars, for each \$100 of interest.

Aggregate valuation of real and personal property, \$110,000,000.

KENTUCKY.—This state in all cases pays the interest on her own stocks. Auxiliary funds are set apart for the payment of the interest; but if these funds should prove insufficient, the state is bound to resort to direct taxes. In 1836, the Legislature established a sinking fund for the payment of the debt; to which fund is appropriated bonuses and dividends on bank stock, premiums on scrip, state dividends in turnpike stock and all internal improvements, profits of the Commonwealth's bank, proceeds of state stock in the old Bank of Kentucky and the excess in the Treasury over ten thousand dollars of each year. The Governor, by an act passed in 1838, is authorized to borrow any sum not exceeding the capacity of the sinking fund, to pay the interest, and ultimately the principal, of the

state bonds, at an interest not exceeding 6 per centum per annum.

Taxation is confined to specific subjects. The aggregate value of such as are chargeable with revenue is \$317,453,041, upon which a tax of ten cents on the \$100 is paid.

ILLINOIS.—The state in all cases pays the interest on the stock. In addition to the usual pledge of the faith of the state, lands, revenues, &c. there is specifically pledged for the redemption of the canal bonds, the lands granted by the general government to aid in constructing the canal; the estimate of which is equal to the whole cost of the canal. There is also pledged for the interest and final redemption of the bank bonds, the dividends and the stock owned by the state in the banks, which amounts to nearly half a million of dollars more than the amount of these bonds.

INDIANA.—The canal lands granted to the state by the general government on the Wabash river, are pledged for the payment of the loans made on account of the Wabash canal. The interest on the bonds issued to the State Bank is paid by the bank.

In 1837, after the suspension of specie payments, this state purchased coin to pay the interest on its debt; and for the July quarter paid 111 dollars in New York paper for each \$100 in coin.

Aggregate valuation in 1837, estimated at \$95,000,000.

LOUISIANA.—The interest on the state bonds is paid by the respective banks to which they were originally issued. The interest on other state stocks is paid out of any moneys in the treasury.

The Bank of Louisiana, two millions of stock, the profits retained for redemption of the instalment of 1839, sufficient to cover the amount \$600,000.

CONSOLIDATION ASSOCIATION.—These bonds are guaranteed by mortgages on real productive property, amounting to three millions of dollars. No stockholder can borrow more than 50 per cent. on his stock, and this amount is returned by yearly instalments to meet the payment of the bonds by the bank. The state for its guarantee is considered as stockholder for one million of dollars, and on the payment of the bonds will divide accordingly with the stockholders. Dividends are only declared as the bonds are paid, and in the same proportion. The profits, until then, are retained as a sinking fund to meet the redemption of the bonds.

The Union Bank has bonds to the amount of seven millions of dollars, and is conducted on similar principles as the above. The original guarantee on mortgages of productive property is eight millions. The state for its guarantee is to receive one-sixth of the nett proceeds.

The Citizens' Bank has received bonds to the amount of eight millions of dollars, and can demand four millions more; is conducted on the same principle as above described. The guarantee is on \$14,000,000 of mortgages on real productive property. The state holds one-sixth of the nett profits, which are only to be divided as the bonds are paid by the bank, and in the same proportion.

MISSISSIPPI.—This state has issued bonds on the faith of the state to the amount of seven millions of dollars, and has subscribed that amount in the stock of two banks.

MISSOURI has issued bonds to the amount of \$2,500,000 to the State Bank of Missouri.

ARKANSAS has issued three millions of bonds to two banks in that state.

MICHIGAN.—The proceeds of the public works as well as the faith of the state pledged for five millions—the lands set apart for the University pledged for the loan for that object. The loans to rail roads are secured by pledge of the roads, &c. The interest on \$100,000 issued to defray the expenses of the controversy with Ohio, is to be paid by a direct tax.

NORTH CAROLINA.—This state has set apart a large amount of funds for internal improvements and for the establishment of public schools, which is placed under the direction of two boards, styled the Literary and Internal Improvement boards. These funds, until required to meet

specific appropriations by the legislature, are loaned out to individuals and corporations at six per cent. The state of North Carolina owes no debt.

TREASURY.—The interest on the state bonds subscribed to the Union Bank, were paid by the dividends on the stock, until the revolution of 1837, after which the state paid the interest from the ordinary resources of the treasury. The interest on the bonds issued to rail road and turnpike companies is paid by the state, and the companies are required to reimburse the Treasury for the sum from time to time paid.

Exploring Expedition.

Extract from a letter to the Secretary of the Navy, from Lieutenant Charles Wilkes, commanding the United States South sea surveying and exploring expedition, dated on board the United States sloop Vincennes, harbour of Rio Janeiro, November 27, 1838.

I proceeded with the squadron for Madeira. We continued our cruise with light, favourable winds, without any occurrence of importance until the 6th of September, when, being near a shoal, laid down on the chart as St. Anne's shoal, I deemed it fulfilling instructions to delay sufficiently for the purpose of examining the same; and having fully explored the locality in and near its supposed neighbourhood, by spreading the vessels of the squadron to embrace a large circumference of the ocean, nothing of it was discovered. A few hours, however, after leaving this vicinity, we fell in with a large cotton wood tree, 120 feet in length and 15 feet in circumference, which was at first reported as a shoal; and if the sea had been at all rough, it might, in passing, have been mistaken for one.

I have little doubt but similar trees have occasioned the frequent reports of vigias, or shoals being in existence herabouts. Our position at this time was in latitude $37^{\circ} 0' 37''$ north, and longitude $4^{\circ} 41' 54''$ west, and where any floating bodies drifted by the gulf stream would probably have been deposited, as there is little or no current, and that variable.

We arrived at Funchal, in the island of Madeira, on the 16th of September, after a pleasant passage of twenty-nine days.

I directed a party of officers to make an excursion to Pico Ricivo, the highest point in Madeira, for the purpose of ascertaining its barometrical admeasurement, in regard to which doubts have existed, owing to a disagreement of those who have preceded us.

Our observations were conducted with great care, and the barometers used were of the best manufacture of Thoughton & Sinms. Simultaneous observations were made at the residence of the American consul at Funchal, who was kind enough to afford us every means within his reach to facilitate our various duties.

The party remained on the summit of the mountain over four hours, which afforded us an opportunity of making a number of simultaneous observations, the result of which, in giving the height of Pico Ricivo, was as follows:

The highest point of the peak above the consul's garden was 6,181 feet.

The cistern of the barometer at the garden above half tide carefully levelled, was 56-6237 feet.

I feel much confidence in our result, although from the high standing of captain Sabine, R. A. I feel some hesitation in putting it forth; but the fact of my being supported by such high authority as Dr. Bowditch and Dr. Heinekar, with whom we have differed only seventy-three feet, and one hundred and sixty-three feet, induced me to believe that some accidental error must have occurred in captain Sabine's observations, or that he was misled by his guides, and stopped short of the summit of the mountain, as they attempted with our party.

It appears, also, that the different results made at three separate periods, and by different persons, approaching so near each other, would be more correct than that of captain Sabine, who makes a difference of nearly seven hundred feet.

We made, also, a series of magnetical observations on shore for dips and intensity, and established the rates of our chronometers by a portable transit. We made by them the longitude of the consulate at Funchal, in $16^{\circ} 54' 11''$ west, and found the latitude by observation to be $32^{\circ} 38' 11''$ north, all which assured me that our chronometers had been performing well since our departure from the United States.

On the 25th September, having completed all that was deemed necessary, we sailed from Madeira, and stood to the southward, intending to pass over and search for the different shoals and vigias laid down on our track. After passing the latitude of the Canary Islands, we experienced a north-easterly current of about half a mile an hour until we reached the latitude of Bonavista, one of the Cape de Verdes, which sets in an opposite direction to the current said to prevail between these islands, in the longitude from 19° to 21° west. We have too, and tried the current morning and evening, and always found the same result. The current log used was two kegs, with a distance line of five fathoms between them, the lower one being just loaded sufficiently to sink the air tight one under the surface of the water, with the usual log line attached to the centre of the distance line, precluding the possibility of its being a surface current; besides which, the dead reckoning of the ship, and our observations gave the same result.

On the 29th of September we passed into coloured water, quite as green in appearance as that of fifty fathoms in depth, on soundings. On entering it, the temperature decreased one and a half degrees, and rose two degrees on leaving it.

We continued in it until the 2d of October, having run a distance of four hundred and fifty miles. The vessels of the squadron repeatedly sounded with from one to three hundred fathoms of line, but no bottom was found.

The first reported shoal laid down on our route up on the charts was the Maria rock, in latitude $19^{\circ} 45'$ north, and longitude $20^{\circ} 51'$ west, which we stood for, and have too near the position, until we had ascertained our situation correctly, by careful observations. The vessels were then spread and the course marked to run directly over the spot, the surface of the ocean visible at the time from the squadron, was not less than sixty miles in circumference, with every opportunity which the clear weather could afford, and sufficient swell of the sea on, to have caused breakers on any shoal within fifteen feet of the surface. Nothing, however was discovered, and no bottom could be found with three hundred fathoms of line.

The next position examined was Dona Felix shoal, said to be within thirty miles of Maria rock; this we searched for in the same manner, but were equally unsuccessful.

We then stood for the place assigned the Bonetta shoal, to the eastward of Bonavista, said to be in latitude $16^{\circ} 38'$ north, and in longitude $20^{\circ} 37'$ west. We, in like manner, hunted for this, and, after exploring the locality of its position on the chart, I steered on the course of its reported bearing east by north from Bonavista until nearly up with the Hartwell reef, lying in sight of Bonavista, which has, without doubt, been taken for and reported as the shoal called Bonetta.

Our inquiries at St. Jago assured me that the Mandoline (the vessel last wrecked) was cast away on the Hartwell reef which they have reported as the Bonetta shoal.

I am well satisfied that the positions assigned the above three shoals on the chart, and their vicinity, are free from all dangers.

I am of opinion, also, that the particular and indefatigable search made by captain Bartholomew, of her majesty's ship Leven, and the opportunities afforded me of covering, with the squadron of five vessels, so large a space, at the same time, ought to be sufficient evidence that no such dangers exist as are laid down in those positions, and should cause them to be obliterated from the charts.

From Port Praya, we steered for Patty's overfalls, as laid down in the chart, in latitude 11° north, and longitude $24^{\circ} 30'$ west, and had a good opportunity of examining their locality. A few rips were observed within a degree

of the situation assigned them, but little or no current was found; and I feel confident in asserting that no danger exists in this vicinity, as we were becalmed in the position, and in close proximity to it for forty-eight hours, the squadron, as usual, being spread apart, and having a broad expanse of ocean under view.

Owing to light contrary winds, it was some days before we reached Warley's shoal, said to be in latitude $5^{\circ} 4'$ north, and longitude $21^{\circ} 25'$ west. This point was also carefully examined, but no shoal or appearance of shoal water, or any danger discovered.

Our next examination was of French shoal, said to be (as laid down) in latitude $4^{\circ} 5'$ north, and longitude $22^{\circ} 35'$ west. This was also examined, and no danger or appearance of shoal discovered.

From this point, I took advantage of the southerly wind, and proceeded east; which carried me as far as thirteen degrees of west longitude, and over the position assigned the shoal by the French hydrographers, to enable me to cross the equator eastward of the seventeenth degree of west longitude.

We succeeded in crossing the equator in that longitude on the 5th of November, and then stood for Triton's bank, said to be in latitude $00^{\circ} 32'$ south, and longitude $17^{\circ} 46'$ west. When within a short distance of its position, the squadron hove to for the purpose of ascertaining our position accurately; after which a course was steered nearly west. Being at the time well to the eastward, we ran on a line due east and west over it; the vessels of the squadron being spread about three miles apart, on a line north and south. We did not, however, find it in our progress, or any bottom or indications of soundings; no discoloration of water was visible, or change of temperature, although the line extended thirty miles east and west of its reported position; after which we again stood to the north, and ran over a vigia as laid down on the charts, but none such was found in existence.

Our next examination was for Boper's Sandy island, which was in like manner carefully searched after, in and around its position as laid down on the charts, but our search was equally unsuccessful.

Finally, search was made in and about latitude $2^{\circ} 45'$ south, and longitude $20^{\circ} 35'$ west. Extending to the north, north-west of this point a distance of thirty miles hereabouts, having been assigned as the situation of the submarine volcano reported by admiral Krusenstern, which it was supposed might have left a shoal. This locality was twice run over in different directions, and carefully examined with the squadron in open order, but none such was found in existence.

Lieutenant Hudson, of the Peacock, having separated from me on the 16th of October, proceeded on a different course in search of the same shoals which we were looking for, but was equally unsuccessful in finding any, as appears by the following extract from his report to me, which affords further evidence, if it were needed, of their non-existence.

"Having separated from you on the 16th of October, it was not until the 23d that I had worked up to the Warley's shoal; and at 8 o'clock that night I was directly on the spot where it was laid down on the chart. We placed good lookouts, and kept our patent lead going for fifty miles before reaching the location of this shoal as laid down on the chart; also observing our drift at night, in hopes of sweeping over it at early daylight.

"I continued cruising in this vicinity in various directions, getting casts of lead in from 50 to 100 fathoms, without finding bottom.

"I now continued my examination, and after having swept over a circle of 40 or 50 miles in different directions, am perfectly satisfied that Warley's shoal exists nowhere in the neighbourhood laid down on the chart.

"I then proceeded for the French shoal with the wind ahead, (south by west,) where I arrived on the 25th of October, and continued cruising all the following day, with a fine breeze, immediately over the location of the shoal as laid down, and in every direction for miles in its vicinity.

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After thus thoroughly searching the *English* locality of this shoal, I directed my course for the French position, seventy-six miles distant, making nearly an east course, with lookouts, and the lead going, until I had run immediately over and around the spot, sailing in various directions, a distance of forty miles, without effect.

"I then made the best of my way for the Triton bank, with the wind veering and hauling from south south west, to south south-east, and passed the equator on the night of the 3d of November, in longitude $17^{\circ} 45'$ west, and continued over and around the locality of that bank, until the morning of the 5th, getting casts of the lead during the time in from fifty to two hundred and fifty fathoms, up and down, without finding bottom.

"I have, in our search, fully satisfied myself, and hope our examination will prove equally so to you, and all others, that these shoals do not exist."

"Thus, sir, we have effected the examination of the supposed position of eleven shoals or dangers, which have occupied their places on the charts, much to the alarm of navigators. And I sincerely trust that the result of our endeavours and diligent search, with the exertions heretofore made by others, will be sufficient to cause them to be obliterated from the charts, as there are already real dangers sufficient to awaken the watchfulness of the navigator without his being harassed with imaginary ones.

"*New Connecticut*," was a name which formerly designated the large tract of land in Ohio, owned by the State of Connecticut and since more popularly known by the name of "*Connecticut Reserve*." Forty or fifty years ago there was hardly a town in Connecticut that did not annually furnish emigrants for the land of promise in Ohio. A late number of the *Cleveland Herald* mentions that Joshua Stow, esq. of Connecticut, arrived there that morning on his annual visit to the Reserve. He is one of the five or six persons who composed the original Connecticut Land Company, the first proprietors of the Reserve under the State. This Company purchased what now composes the counties of Ashtabula, Trumbull, Geauga, Portage, Cuyahoga, Medina, & Lorain, (estimated at 5,000,000 acres,) of the State of Connecticut in 1795. Early in May, 1796, a surveying party set out from Connecticut to survey the Reserve. Of this party Judge Stow was one. They arrived at Conneaut on the 4th day of July, 1796, and there made the first celebration of the day that ever was held in that part of Ohio. In August, 1796, they reached a place which was then, by them, named Cleveland, in compliment to Moses Cleveland, esq. one of the party. Judge Stow says that he shot at a panther, and he killed numbers of wild turkeys in the woods, where the fine streets of Cleveland are now built. Few men live to note greater changes in the appearance of a country, than those which Judge Stow has witnessed within forty-three years—not only in the part of Ohio which he explored when a wilderness, but in the entire region through which he journeyed on his way from Albany westward.

Though in his 78th year, Judge Stow is hale, vigorous and cheerful as most men at five and fifty, and dwells with delight on the changes which he has seen in the country.—*Courier*.

Early Settlers in Michigan.—The first fourteen American emigrants, who settled in Michigan after the surrender of the Military Post in 1796, were

Solomon Sibley,	Christian Clemens,
John Whipple,	James Chittenden,
Dr. Brown,	Benjamin Chittenden,
William Russell,	Dr. McCoskry,
James Henry,	Elijah Brush,
H. B. Brevoort,	Col. Hunt,
Augustus Langdon,	Maj. Whistler.

Several of these gentlemen are still living.

Large and Valuable Cargo.—The ship *Nonantum* cleared from New Orleans for Liverpool, with 2858 bales of cotton, weighing 1,150,457 lbs., and value \$184,610.

COMMERCE OF PENNSYLVANIA From 1789 to 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawbacks on foreign merchandise.	Registered tonnage.
	Domestic.	Foreign	Total.				
1791	.	.	3,436,093	.	1,475,428	8,976	53,898
1792	.	.	3,920,662	.	1,138,863	37,753	65,212
1793	.	.	6,958,836	.	1,926,337	102,659	60,924 57
1794	.	.	6,643,092	.	2,000,091	502,447	67,896 30
1795	.	.	11,518,260	.	3,053,109	752,550	83,628 92
1796	.	.	17,513,866	.	3,646,271	1,586,065	90,568 94
1797	.	.	11,446,291	.	2,907,894	1,086,839	88,400 73
1798	.	.	8,915,463	.	2,086,714	1,018,127	85,476 49
1799	.	.	12,431,967	.	2,224,313	955,264	90,944 30
1800	.	.	11,949,679	.	3,181,101	1,785,109	95,631 74
1801	.	.	17,438,193	.	3,702,898	1,540,701	109,036 45
1802	.	.	12,677,475	.	2,727,365	1,297,662	64,637 26
1803	4,021,214	3,504,496	7,525,710	.	2,240,715	561,041	67,629 10
1804	4,178,713	6,851,444	11,030,157	.	3,507,038	872,238	71,198 67
1805	4,365,240	9,397,012	13,762,252	.	3,652,387	1,319,869	77,238 52
1806	3,765,313	13,809,389	17,574,702	.	5,100,657	2,052,551	86,723 35
1807	4,809,616	12,055,128	16,864,744	.	5,197,806	2,012,543	93,993 16
1808	1,066,527	2,946,803	4,013,330	.	2,599,673	928,568	94,658 89
1809	4,238,358	4,810,883	9,049,241	.	2,318,699	894,984	106,621 90
1810	4,751,634	6,241,764	10,993,398	.	3,332,377	879,527	109,628 57
1811	5,694,447	3,865,670	9,560,117	.	2,364,635	510,323	78,518 11
1812	4,660,457	1,313,293	5,973,750	.	2,474,990	378,936	71,281 02
1813	3,249,623	327,494	3,577,117	.	503,593	185,821	64,536 78
1814	.	.	.	.	277,757	3,227	64,182 64
1815	3,569,551	1,024,368	4,593,919	.	7,199,699	95,806	77,199 03
1816	4,486,329	2,709,917	7,196,246	.	6,285,455	746,636	77,730 70
1817	5,538,003	3,197,589	8,735,592	.	4,307,790	702,819	80,512 71
1818	5,045,901	3,713,501	8,759,402	.	4,540,360	788,574	58,200 90
1819	2,919,679	3,374,109	6,293,788	.	3,848,630	570,274	59,626 27
1820	2,943,879	2,794,670	5,743,549	.	2,703,402	555,703	59,457 68
1821	2,832,387	4,559,380	7,391,767	8,158,922	2,719,996	474,394	59,296 24
1822	3,675,147	5,472,655	9,047,802	11,874,170	3,648,745	310,956	61,237 02
1823	3,139,809	6,477,383	9,617,192	13,696,770	3,991,687	612,037	61,408 73
1824	3,182,694	6,182,199	9,364,893	11,865,531	4,311,926	939,322	62,771 18
1825	3,936,133	7,333,848	11,269,981	15,041,797	5,270,030	998,778	65,589 54
1826	3,158,711	5,173,011	8,331,722	13,551,779	5,183,724	1,251,405	63,443 34
1827	3,391,296	4,184,537	7,575,833	11,212,935	4,188,915	1,053,105	61,699 90
1828	3,116,001	2,935,479	6,051,480	12,884,408	5,082,344	802,474	66,839 50
1829	2,617,152	1,472,783	4,089,935	10,100,152	3,574,816	708,970	50,234 94
1830	2,924,452	1,367,341	4,291,793	8,702,122	3,542,977	516,311	47,979 32
1831	3,594,302	1,919,411	5,513,713	12,124,083	4,372,533	326,607	51,293 79
1832	2,008,991	1,507,075	3,516,066	10,678,358	3,501,397	402,972	45,956 32
1833	2,671,300	1,407,651	4,078,951	10,451,250	2,985,278	697,927	49,218 84
1834	2,031,803	1,957,943	3,989,746	10,479,268	2,111,837	295,870	51,441 02*
1835	2,416,099	1,323,176	3,739,275	12,389,937	2,506,281	101,812	51,587 81*
1836	2,627,651	1,343,904	3,971,555	15,068,233	3,192,007	134,473	51,034 73*
1837	2,565,712	1,275,887	3,841,599	11,680,111	.	.	39,156 17

* Ending September 30.

From the Globe.
Circular Supplementary to Collectors, Naval
Officers and Surveyors.

TREASURY DEPARTMENT,
First Comptrollers Office, June 22, 1839.

Sir:—Inquiries having been made of this department on the part of some of the collectors of those districts to which registered whaling vessels belong, relative to the particular duties and penalties to be imposed on such of said vessels and their cargoes as may return to port without having the requisite papers in force, it is found expedient that you should be informed:—

1. That if a whaling vessel come into port not having been enrolled and licensed, as by the recent decision of Mr. Justice Story, she cannot be considered a vessel entitled to the privileges of an American vessel employed in the fish-

eries, you have no alternative but to exact alien duty on the cargo, if it be subject to duty, according to the rates in force, and on the tonnage of the vessel, that is to say, one dollar per ton, being fifty cents per ton for tonnage duty and fifty cents per ton for light money; the act of March 27, 1804, making the collection of light money consequent on the imposition of alien tonnage duty.

2. That a whaling vessel, under like circumstances, is not considered subject to the hospital tax, inasmuch as the act of July 16, 1798, imposes the tax only on crews of vessels of the United States, and the recent decision of Mr. Justice Story, also determining a registered whaler not to be such a vessel in contemplation of law, she is consequently exempt from the tax.

3. That the sixth section of the act of 18th February, 1793, in relation to the enrolling and licensing of vessels to

be employed in the coasting trade of fisheries, having especial reference to vessels found trading between district and district, or between different places in the same district, it is the opinion of this department, taking into view the provision in the fourth section of the act of March 1, 1817, that a registered whaling vessel does not come within the operation of the first mentioned section as respects the forfeiture by sailing from one port of the United States to another port thereof, with the fruits of her enterprise, say oil and bone, or with such cargo as may have been taken in by her at a foreign port, for the purpose of delivering the several portions of said cargo according to its destination, but she will be liable to tonnage duties and light money at every port of arrival.

4. That although under these circumstances a registered whaling vessel may readily avoid incurring a forfeiture, the exaction of alien duties of tonnage and impost being an inevitable consequence of the recent decision of Mr. Justice Story, it is conceived that no officer of the government has a right to undertake the remission of said duties, and therefore in such cases, if relief be sought, a protest should be filed, and application being made to congress to obtain it, the collection of the duty-bonds will probably be postponed till congress decides.

5. That whaling vessels duly enrolled and licensed, and having permission to touch and trade at a foreign port, are not on their arrival subject to the hospital tax, within the meaning of the act of 1798, if it shall appear that they have not used such permission further than to procure the necessary supplies; but if they on coming into port have foreign goods on board, as it will then be manifest that they have been engaged in trading abroad, within the fair meaning of the term, it is conceived that the tax should be collected of the crews according to the provisions of the act before cited.

6. That in view of the ancient usage at some of the ports, and until congress shall have an opportunity to legislate on the subject, the circular of the 6th instant, to which this is additional, is not to be considered as having reference to the case of any registered whaling vessel whose cargo had passed the custom house before you received it, unless such case was specially presented to the department, and decided upon.

It would be most gratifying to the department if it could feel itself authorized, under existing laws, to extend, in other respects, relief to those engaged in the whale fisheries. But whatever may have been its opinions from time to time expressed on special cases not involving the questions now at issue, or the inferences drawn from those opinions, or however it may be presumed to have acquiesced during former years in an erroneous practice, introduced and extended so silently and gradually as at no time to excite its special notice, it cannot now, when its attention is called to the subject by a judicial decision, hesitate to sustain the officers of the customs in carrying out the clear and explicit construction of the law as given by Mr. Justice Story, until congress think proper to amend it.

A copy of the opinion as furnished to this office, is hitherto appended for your information.

I have only to add that the Secretary of the Treasury concurs in these views.

I am very respectfully,

Your obedient servant.

J. N. BARKER, Comptroller.

Important Decision.—In the United States District Court of Boston, four seamen were brought up on Monday for an attempted revolt on board the Octavia, while on a whaling voyage. The U. S. District Attorney produced a registry of the vessel, but no license. The Counsel for the defendants contended "that the vessel should have been licensed, (being on a fishing voyage) and for want of such license, she had lost her national character, and could not be deemed an American vessel, therefore the court had no jurisdiction of the case." The court sustained the objection, and discharged the prisoners. The case is of novel character, and may be of great importance, as establishing a decision, to be used if again called in question.

TWENTIETH GENERAL REPORT

Of the President and Directors of the Chesapeake and Delaware Canal Company.

The Board of President and Directors of the Chesapeake and Delaware Canal Company, submit to the Stockholders and Loanholders their Twentieth Annual Report, accompanied with the Treasurer's statement of the financial affairs of the Company.

In this report is included a statement (so far as could be ascertained,) of the quantities and description of merchandise and produce which have passed through the canal during the last year. Statements of the number of passages through the canal, and of the tolls received, are also included. The financial statement shows a regular and steady increase in the receipts of the Company up to the 11th ultimo, on which day a breach occurred in the tow-path, half a mile west of the village of St. George's, which caused so great a loss of water as to suspend for some time the regular business of the canal. But for this untoward and unlooked for event, the tolls would have amounted to about ten thousand dollars more than those of the preceding year. The breach in the tow-path was about two hundred and fifty feet in length, and the water was stopped on the morning of the 13th; yet as the quantity of water was very great, of course the loss was in proportion.

The cost of repair will be considerable, (probably about three thousand dollars,) yet the greatest loss is from the temporary suspension of business.

The loss of water enabled us to do some very useful work in the Deep Cut, by the removal of obstructions, which could not otherwise have been done. The repairs now making are of such a character as will, it is confidently believed, prevent a similar loss hereafter.

Orders have been issued to the Agents of the Company to commence passing rafts of timber and lumber this day, and also vessels of an easy draught of water, and, as there is a large amount of property of this description to pass, we believe the canal will be both usefully and profitably employed until there is sufficient water to pass vessels of the usual dimensions.

At the Deep Cut some indications of a slip have been exhibited, but by a timely action, it is believed, there is no cause to apprehend any difficulties from this source. Whenever any indications of a slip appear, immediate measures are taken to check its progress, and, by removing the slip, future alarm is prevented. This, however, is the source of nearly all the annual expenditure required to keep the canal in order.

To guard as much as possible against injury, the Board have determined to remove a large mass of earth, by which the slip will be rendered less liable to move, and, as a further guard, to drive some strong piles; after which a part of the canal will be enlarged to its original dimensions.

Since your last meeting two ice boats have been built, by the use of which the canal can be navigated as long as the River Delaware is navigable.

The Delaware Harbour is very much filled with a deposit of mud, and requires to be cleared. This, it was believed, should have been done by the General Government, and application was made to the proper Department to have the work done, and also for a survey to embrace an ice harbour, for the use not only of the canal trade, but also for the general trade of the river. An early and prompt response was made by the honourable the Secretary of War, who had the necessary surveys made, which, together with our memorial was laid before Congress, and referred to the appropriate committees, and in the House of Representatives the committee reported favorably, but there was no action had on it by the House, owing to the advanced period of the session. The application also included a proposed improvement in Back Creek. With these aids our navigation would be materially benefited; but, failing in our application, it will be necessary to excavate the Delaware Harbour with a dredger, which has been built by the Company.

The Delaware Lock continues to leak, but not so as to present any serious obstacles to our business. We hope, however, during the present season to make some improvement in it.

We have over the canal three pivot bridges, viz one near Delaware City, one at St. George's and one near the western delouche of the canal. They are all in most excellent order, being built of the best materials, by a very competent workman, and on a convenient plan. The summit bridge over the Deep Cut is in good order.

The lock at St. George's, and the lift lock at Chesapeake, are in good order; but the tide lock at the latter place will require some repair. The waste wier at Chesapeake is in very good order, and also the culvert under the canal on Section No. 3.

At Lum's Pond, our principal reservoir, we put in a new set of gates since the last report.

The steam-pump at Chesapeake is in very good order, and now in operation, throwing water into the canal. Last summer was one of very unusual drought, yet from the use of this pump the canal was always well supplied with water. It is probable that hereafter an increased trade may make it necessary to obtain a larger supply of water; should this be the case, we must resort to another pump or to new reservoirs.

It had been expected that the Susquehanna and tide water canals would have been completed at an early period of this year, but it is now understood that those works will not probably be completed before the month of September next. It is generally admitted that the vast amount of bulky produce coming from the West by the Pennsylvania Canal, and also the produce of Pennsylvania and New York, bordering on the valleys of the Susquehanna, and which is annually increasing, must seek a passage to the City of Philadelphia, by passing through the first named canals to tide. There are two reasons for this opinion: first, the boats on the Pennsylvania Canal cannot enter the Union Canal, being too large for the chamber of the locks. Second, the distance from Middletown is not greater by the river canals than by the Union Canal, and the lockage is nearly three hundred feet less by the former than by the latter route.

The produce being generally of a bulky character, it can be stowed better and carried cheaper in large boats than small ones; and these large boats, it is well ascertained, can cross the mouth of the Susquehanna about eight miles, and up the Delaware river without the slightest danger. The completion of the canals on the Susquehanna, will enable the owners of the immense bituminous coal mines to find a ready market for their valuable and much required commodity, and it is the opinion of many that the anthracite coal of the Susquehanna will seek a passage to the Delaware through the Chesapeake and Delaware Canal.

The completion of the Chesapeake and Ohio Canal to Cumberland is soon to be expected, and from that section of country we may certainly look for large supplies of coal and iron.

It would be tedious to enumerate all the advantages we may expect to derive from the completion of the works alluded to. But from the prospect before us, we feel an assurance, that, in a very few years the receipts of this Company will be greatly increased, without a corresponding increase in expenditures.

During the year ending May 31, 1839, the following articles were passed through the Chesapeake and Delaware Canal.

		Eastward.	Westward.
Bacon,	lbs.	23,712	369,943
Bark,	tons hhds. and cords,	1,590	8
Boats with fresh fish,	-	235	
Boats and vessels, empty,	-	109	1,839
Beer, ale, and porter,	bbles.		1,090
Coal,	tons,		21,293
Fish, salted,	bbles.	5,871	190
Feathers,	lbs.	1,978	
Flour,	bbles.	12,247	2,853
Grain,	bushels,	381,413	34,250

	boxes.	bbles.	hhds.	tierces.	Eastward.	Westward.
Glass,	3205	692	28	135, pack'ga.		4,063
Hides, green and dry,	-	-	-	-		13,372
Leather,	-	-	-	lbs.	184,594	
Iron, wrought and cast,	-	-	-	tons,	701	387
Iron, blooms, pig and scrap,	-	-	-	tons,	1,780	
White and red lead,	-	-	-	lbs.		187,476
Lime and Limestone,	-	-	-	tons,		7,359
Lumber, boards, plank and scantling,	-	-	-	square feet,	13,761,923	189,398
Timber,	-	-	-	cubic feet,	928,344	
Merchandise,	-	-	-	tons,	8,962	4,338
Do.	-	-	-	feet,	12,236	42,662
Do hhds. bbles. boxes and pack.	-	-	-		663	968
Shingles, long and short,	-	-	-	-	5,400,314	
Staves, lhd. and bbl.	-	-	-	-	169,140	
Wood,	-	-	-	cords,	17,147	2,868
Stone,	-	-	-	tons,	21	147
Oysters,	-	-	-	tons,	11,038	
Shells,	-	-	-	tons,	149	318
Spirits, domestic,	-	-	-	bbles.	346	6,607
Tobacco,	-	-	-	hhds.	64	742
Sugar, raw, 377 hhds. 247 bbles.	-	-	-	-		

	boxes.	bbles.	hhds.	tierces.	(Eastward.)	(Westward.)
Sugar, loaf, 1125 354 49 13	-	-	-	-		
Wool,	-	-	-	lbs.	142,048	15,972

Number of Passages through the Canal.

	From Del.	From Ches.	Total.
From June 1, 1837, to Jan. 1, 1838,	2,316	2,357	4,673
From Jan. 1, 1838, to June 1, 1838,	955	940	1,895

Total, - - - - 6,568

From June 1, 1838, to Jan. 1, 1839,	2,109	2,189	4,298
From Jan. 1, 1839, to June 1, 1839,	895	841	1,736

Total, - - - - 6,034

Amount of Tolls received per last Annual Statement.

From June 1, 1837, to Jan. 1, 1838,	- - -	\$47,219 35
From Jan. 1, 1838, to June 1, 1838,	- - -	20,275 74
		\$67,495 09

Amount of Tolls received.

From June 1, 1838, to Jan. 1, 1839,	- - -	\$48,585 40
From Jan. 1, 1839, to June 1, 1839,	- - -	18,932 71
		\$67,518 11

When the Board determined to make a small dividend of the interest due to the Loanholders, on the 1st of January last, it was done under the hope and expectation that this dividend of interest would be regularly continued and increased, (unless prevented by some untoward event,) until the whole arrears of interest should be paid off. Such is still the view entertained by the Board, as they believe it due to the Loanholders to pay off the interest as fast as possible; acting, however, under a belief, that prudential considerations require of them to reserve at all times a sum sufficient to meet any unforeseen contingency.

Last year, resort was had to the use of a diving bell, for the purpose of repairing injuries to the locks under water, and the operation was so far successful with a temporary wooden bell, that arrangements have been made for the construction of a permanent bell to be of cast iron.

Trials were made with a diving dress from the Boston manufactory, but from some defect in the apparatus, or the plan, it was not found to answer. With the bell, however, there appear to be no serious difficulties. The bell used last season was taken to the bottom of a lock, probably not less than fifty times, and with two persons in it, without an air-pump; they could remain down without any inconveni-

ance for a space of forty-five minutes. The bell, now about to be constructed, will have an air-pump attached, by the use of which, judging from past experiments, very many repairs may be done under water to great advantage.

All which is respectfully submitted

By order of the Board of Directors,
C. NEWBOLD, Jr., *President*.

PETER LUSLEY, *Secretary*.

CHESAPEAKE AND DELAWARE CANAL OFFICE,
Philadelphia, June 3, 1839.

Commerce of Philadelphia.

We have prepared the following statement after a careful personal inspection of the records kept at the custom house in this city, from the 1st of January 1787, to the 1st of January 1839—embracing a period of FIFTY-ONE years. It will be perceived that our foreign commerce has fallen off, while the coastwise trade has materially increased.—*Commercial List.*

Years.	Foreign	Coastwise.	Total.
1787	596	390	986
1788	411	490	901
1789	324	376	700*
1790	639	715	1354
1791	595	853	1448
1792	...	...	...
1793	...	...	...
1794	618	1250	1868
1795	779	1228	2007
1796	858	1011	1869
1797	641	929	1570
1798	459	1002	1461
1799	443	825	1268
1800	556	1051	1587
1801	667	1125	1792
1802	653	1106	1759
1803	611	1064	1675
1804	498	1292	1790
1805	520	1235	1755
1806	704	1213	1917
1807	701	1170	1871
1808	298	1951	2249†
1809	351	1683	2034
1810	405	1477	1882
1811	500	1425	1925
1812	323	1549	1872
1813	74	319	393
1814	43	583	626
1815	487	1113	1600
1816	538	1101	1639
1817	532	1238	1770
1818	576	1101	1677
1819	450	1046	1496
1820	479	877	1356
1821	441	913	1354
1822	494	1212	1706
1823	492	1018	1500
1824	501	981	1482
1825	484	1195	1679
1826	482	1195	1677
1827	469	1320	1789
1828	450	1247	1697
1829	374	2210	2584
1830	415	3287	3702‡
1831	396	3262	3658
1832	428	2849	3277
1833	474	2573	3047
1834	430	2686	3116
1835	429	3573	4002
1836	421	3764	4185
1837	409	7776	8185
1838	464	10860	11324

* From 1st of August to 31st December: no records previous part of the year.

† The documents for these two years lost or mislaid

‡ Embargo. § War with Great Britain.

|| Opening of the Chesapeake and Delaware Canal.

Comparative Number of Arrivals.

We have been favoured by Mr. Fonn, Deputy Surveyor of this port, with the following statement showing the comparative number of arrivals at the port of Philadelphia, during the first six months of 1837, 1838 and 1839.

Year.	Foreign.	Coastwise.	Total.
1837	207	1418	1625
1838	205	3840	4045
1839	235	4534	4769

Showing an increase in the total arrivals of 1839 over those of 1838, of 724 vessels, and an increase over 1837, of 3,144.—*Commercial List.*

Iron Steamboat. Interesting Arrival.—The arrival of the iron steamboat Robert Stockton, from London at New York, attracted no little notice in the latter place, as her departure did in the former. She is seventy one feet long and only about ten feet broad, and is rated at thirty-five tons. No wonder that an attempt to cross the ocean, by means of her sails, or by any means in her was considered an act of great temerity on the part of her captain and crew. She came all the way, under her sails, (being schooner rigged) and had a passage of forty-five days.

Although Capt. Crane experienced head winds nearly all the way and passed through several terrific gales, he did not lose a sail or even a rope yarn. When the wind was fair, she easily performed eight miles per hour, and she behaved the entire passage remarkably well.

The Robert Stockton is intended to ply on the Delaware and Raritan canal as a tow boat.

The Robert F. Stockton.

On Saturday last a number of our citizens, and among them several members of the editorial corps, enjoyed a trip in the little iron steamer Robert F. Stockton, Capt. Crane. She is indeed an extraordinary specimen of modern ingenuity, and does no little credit to her contriver. Her engine and machinery are on a new principle, and one that appears to be admirably adapted to the objects in view. Their operations as illustrated in this boat are beautiful. The rate of Capt. Crane when coming across the Atlantic was about eight miles per hour. Then, however, he made no use of the engine. On Saturday, the rate was eleven miles per hour. As much curiosity appears to be excited in relation to the commander as the steamer herself—the enterprise of a voyage in such a vessel and across the broad Atlantic being deemed an act of no common daring and self confidence.

Capt. Crane is a native of Connecticut, and for a number of years commanded the *John W. Cater*, of New York. His mate, in the voyage over, was a young Englishman of Deal, only twenty-two years of age, to whom he accords much credit. The crew consisted of six or eight boys, one of whom, a smart, active lad, who has perfect confidence in the powers of the little vessel, still remains on board. He expresses his entire willingness to return in her.

The engine was put up after her arrival, and is under the superintendence of a skilful engineer, who has long been in the service of the company. Her length is seventy feet—breadth ten, and she draws six feet nine inches of water. Her cost was something less than \$20,000, but it is believed that a boat of equal or even greater utility could now be built in this country on a similar plan for 10,000—much time and money having been employed in the first instance in experimenting and improving. It may be necessary, in order to render her thoroughly suited to the canal, to make some slight alterations; but not a doubt is entertained of ultimate and complete success. So wonderful a piece of art, and calculated to be productive of such important results, deserves more than a passing notice.

The trip of Saturday was delightful throughout, and appeared to be enjoyed by all who participated in it. Capt. Mickle, who is ever at home and in a good humour, surpassed himself—while Capt. Crane contrived to steer the vessel, give his various orders, and answer with ease and good nature the questions that were poured upon him in showers. The company moreover was particularly agreeable—and everything passed off cheerfully and in excellent harmony.—*Inquirer.*

ITEMS.

New Steam Boat.—Our villagers were cheered on Monday evening, by the arrival of the "St. Lawrence," a new boat of 40 tons burden, constructed on the improved principle of naval architecture, which has been so successfully tested on the Atlantic coast. The boat is 200 feet in length, propelled by two powerful low pressure engines, and has been sufficiently tested to show that her speed will considerably exceed any boats on the lake. She is to perform two trips a week between this place and Lewiston, stopping at the intermediate ports.—*Ogdensburg Times.*

Real Estate of New York.—The value of real estate belonging to the corporation of the city of New York, as appears from a detailed statement prepared by the Comptroller, is \$15,563,912 20, besides \$7,665,000 which cannot properly be alienated, such as the City Hall, Battery, Park, and other public grounds. We learn from the Journal of Commerce that much of the city property is in a condition to improve as population increases, and it is free from city taxation.

The Ice Boats.—A "Resolution" from the House, appropriating one half of the nett proceeds of the tax on retailers of foreign merchandise in the city and county of Philadelphia, for the purpose of securing and maintaining the uninterrupted navigation of the Delaware river and bay during the winter months, by means of steam ice and tow boats, has this morning passed the Senate on final reading.—*Exchange Books.*

Independence Square.—It appears from Waton's Annals, that many years ago when one of the oldest of the elm trees in this square was cut down, it was purchased by Adam Ramage, of this city who had an arm chair made from its wood and presented to the Philosophical Society of Philadelphia, as a useful and lasting memorial of that sacred spot and its venerable trees.

Curious Relic.—The skeleton of an Indian, almost entire, has just come into the possession of Dr. Hall, of this town. It was discovered on the high bank of the Connecticut, just above the bridge, and when found, was in a sitting posture, facing the river. It was the custom of the Indians thus to bury their dead, and doubtless, in that region, other skeletons might be found. The Indians in Oregon Territory, on the Columbia river, place the dead bodies of their friends in small birch canoes, and deposit them on desolate rocks in the stream, or suspend them among the branches of the forest trees. In the Mississippi Valley, Indians are often times buried in an upright position, surrounded by their implements of warfare. The Connecticut Valley was once the favourite haunt of the Indian. The fertile meadows furnished him corn, the river fish, and the mountain top exquisite scenery. The high river bank is just the spot for an Indian grave-yard.—*Northampton Courier.*

Norris' Works Philadelphia.—Seventy-eight Locomotives and Tenders, &c have been completed since the establishment of these works, of which

1	has been sent to Canada.
2	do Cuba.
1	do England.
2	do Germany.
2	do Austria.

71 to different parts of the United States.

There are over 300 hands employed, and sixty Locomotives and Tenders, &c. are finished per annum, together with a large amount of other machinery. The foreign orders now on hand, which will all be shipped before the 1st of August next, are as follows, viz.—

For Prussia,	2
Austria,	3
Hungary,	2
England,	9

It will be seen by this statement, that the enterprising proprietor of this establishment is enabled to compete successfully with the boasted workshops of Great Britain, in this their national staple.—*North Amer.*

An important commission from the topographical bureau at Washington, is now sitting at Detroit, to carry into execution the law of Congress for examination of the harbours of Lake Erie, &c. It consists of Lt James Kearney, of the U. S. Topographical Engineers; Col. Henry Smith, of Michigan; and Major John R. Bowes, of Ohio.

New route.—We learn from the New Orleans Bulletin that many of the Louisianians who have started on their annual northern tour, have taken the *new route by the way of St. Louis*. From St. Louis to Chicago there is a communication by stage and steamboat—of either of which one may take his choice. From Chicago to Detroit a splendid line of steamers is established. The voyage up Lake Michigan—the Straits and Lake Huron—is said to be wild and romantic beyond description. The passage from Detroit to Buffalo is already very much travelled, and our readers are no doubt familiar with the stopping places thence to New York.—*Baltimore American.*

SALES OF STOCKS.

We have been desirous of furnishing a complete statement of the sales of stocks at the Brokers' Boards of Philadelphia and New York, relieving them to be, in some measure, indicative of the condition of the money market—and that they are carried on to an extent of which very little idea can be formed from the usual daily reports in the newspapers.

In entering upon the investigation, we soon found, that in consequence of the different modes of reporting sales in the two cities, it was difficult to present exactly the same aspect with regard to both. In Philadelphia, the quotations represent the actual sum in dollars to be paid for a share of any given stock at the specified price; while the quotations in New York represent the rate per cent. upon the sum paid in upon any stock, thus indicating whether it is above or below par. The brokers in both cities claim for their own method the preference—each perhaps has its advantages—but for the purpose of comparing the relative price of any stock in both cities, it is desirable that a uniform system of quotation should be adopted.

The advantage of the New York method is, that it shows at a glance whether the stock is above or below par; but it leaves the purchaser at a loss to know, from the mere quotation, what sum he has to pay in dollars and cents for the share of stock, unless he is previously acquainted with its par value, or, the amount paid in.

Upon the Philadelphia plan, a purchaser knows at once, from the quotation, what sum will be required from him, though it does not indicate whether the stock be above or below par.

We have had great difficulty in ascertaining the amount paid in upon stocks; and it was not till just as our paper was going to press, that we received from a friend in New York the requisite information. This has enabled us to exhibit the actual amount of sales in both cities, calculated upon the same plan, although we have retained the method of quotation of price peculiar to each.

In both cities—but more especially in Philadelphia—it is believed that the sales at the Board do not represent more than half of the stock sales of the city, as large operations take place "out of doors."

It may be well to mention, that we have taken the actual daily quotations as furnished by the Brokers themselves, and thereby ascertained the monthly average of the price without any reference to the terms of sale or credit, or to the circumstance of dividends on or off; they therefore cannot be considered the actual cash rates.

As many dividends were declared on the 1st of July, it would have been fair to deduct them; but this would be impossible at present. A list of dividends, as far as we have been able to ascertain them, is also presented. The average for July will, therefore, in some measure be affected by this circumstance.

In both cities, money has averaged on best notes and securities, probably 12 to 15 per cent. Exchange on England about 9½ per cent. or \$4 86 per pound sterling.

Sales of Stocks at Philadelphia,

In June 1889, at the average price ascertained by the daily sales at the Board of Brokers.

	Number of shares or amount	Average price of month	Amount of sales including prem.
Bank United States	247	119 06	43,294 87
Girard Bank	1571	49 18	77,260 87
Southwark	46	63	2,894 00
Mechanics'	587	43 68	25,632 25
Schuylkill	295	46 01	13,574 50
Kensington	10	56	560 00
Farmers and Mechanics'	103	58 60	6,153 87
Western	57	51 43	2,931 50
Manufact'rs & Mechanics'	22	53 84	1,184
Philadelphia	87	108 47	9,437
North America	10	405	4,050
Commercial	4	61	244
Girard Trust	271	25 19	6,826 87
Philadelphia Savings	100	23 50	2,350
Southern Loan Co.	89	22 46	1,999 50
Louisville Bank	110	95 50	10,505
Vicksburg "	4029	51 14	206,037
Planters Bank of Tenn.	105	86 71	9,105
Union do.	131	83 09	10,889
Commercial Bank Cin.	67	104 46	6,999 25
Exchange Bank of Pitts.	6	47	282
Man'r's & Mch's Bank do.	47	54 19	2,547
Grand Gulf	31	74 03	2,295
New Orleans Gas	378	18 25	6,898 50
Bank of Kentucky	808	88 68	71,659 75
Northern do.	73	96 46	7,042 50
Union Insurance Co.	9	84	756
American Fire do.	1	135	135
United States do.	20	40	800
Schuylkill Nav. Co.	366	111 56	31,916 50
Wilmington Rail Road	890	52 49	46,936 25
Stonington "	373	28 12	10,491 50
Cameron & Amboy R R	72	131 25	9,460 50
Philad & Trenton "	5	120	600
Reading "	10	41 20	4,120
Lehigh Coal & Navig'n.	119	85 03	9,267
do. 6s	1844	7700	698 25
	7845	16350	16,181 00
	1848	9300	9,300
State 5s	1853	4715	4,549 97
	1854	770	759 83
	1858	3370	3,357
	1860	600	594
County 5s new	"	16300	14,710 75
do. 5s old	"	1000	900
City 6s	1840	1700	1,724
Wilmington 6s	1844	720	2,611 20

Average daily sales, 38,059 06

Dividends Philadelphia.

Bank of Pennsylvania,	-	-	4 per cent.
Do. North America,	-	-	3
Do. United States,	-	-	4
Philada. Fire and Inland Navigation Ins.	-	-	3 1/2
Penn. Company for Insurance on Lives,	-	-	4
Girard Life Insurance Company,	-	-	3 1/2
Philadelphia Savings Institution,	-	-	3 1/2
Southern Loan Company,	-	-	4
Philadelphia Exchange,	-	-	5
Delaware Coal Company,	-	-	6
Schuylkill Permanent Bridge,	-	-	3
Lehigh Coal and Navigation,	-	-	5
Penn Township Savings,	-	-	4
Kensington do.	-	-	4
Fire Insurance Company of County,	-	-	3
Cumberland Bank, Bridgeton, N. J.	-	-	4
Philadelphia and Lancaster Turnpike,	-	-	1 8-100
Trenton Bank,	-	-	\$1 20 per share.

Sales of Stocks at New York,

In June, 1889, at the average price, as ascertained by the daily Sales at the Board of Brokers.

	Number of shares or am't.	Average price of month.	Amount of Sales including premium.
Bank United States	1109	118,95	131,922 00
Phoenix Bank	1195	105,59	31,545 62
Dry Dock	2276	100,50	68,625 81
Mech. & Traders	50	109,50	1,368 75
B. of America	229	124,40	28,491 50
Commercial	107	95,76	5,123 50
Mechanics'	194	105,03	5,093 75
City Bank	25	114	1,282 50
Leather Manufacturer	160	113,69	9,096 00
Mechanics' B. Assoc.	156	87,60	3,480 00
State Bank of N. Y.	186	108,06	20,099 75
Merchants' Exchange B.	114	117,52	6,698 00
Manhattan	180	129,66	11,650 00
North River	125	99,85	6,512 50
Butchers & Drovers'	30	109,50	881 25
Tradesmen's	21	126	1,266 40
Bank of Commerce	3205	101,49	100,630 72
Am. Exchange Bank,	91	93,12	8,474 00
Merchants' Exch. Co.	86	70,25	6,041 50
Chelsea	26	25	
N. Am. Trust Co.	1456	79,29	115,445 25
Farmers' Loan & Trust	652	110,63	36,064 25
Am. Trust Co. Balt.	123	100,42	6,176 00
Ohio Life & Trust Co.	834	104,17	86,883 37
Vicksburg Bank	5939	49,90	195,565 25
N. Orleans Canal B.	15	74,50	1,117 50
Do. City do.	90	83,92	7,517 00
Bank of Kentucky	2106	88,51	186,490 50
Illinois B.	526	87,31	45,925 50
Southern Trust Co.	16	77,75	
Lafayette Bank, Cincin.	65	101,31	6,585 00
Delaware & Hudson	18,786	72,80	1,439,720 85
Canton Co., Balt.	4,142	40,65*	168,896 85
Morris Canal	175	45,24	7,917 50
Harlem Rail-road	16,112	53,09	427,714 12
Utica & S.	235	122,56	25,922 92
Boston & Providence	718	105,31	75,402 25
New Jersey	1971	99,05	97,625 04
Mohawk	1540	61,43	94,699 37
Patterson	2235	62,34	69,662 81
Stonington	2959	30,41	89,986 25
Long Island,	370	53,61	5,455 30
Eagle F. Insurance Co.	10	117	1,170 00
Long Island do.	41	96,53	1,979 00
17th Ward do.	62	75,88	2,352 25
Hudson Fire do.	30	78,66	
Trust F. do.	124	75,04	9,304 75
Firemen's do.	40	117,00	1,170 00
Jackson Marine Ins. Co.	20	81,00	810 00
Bowery do.	75	129,17	2,263 12
Equitable do.	106	112,31	2,322 00
Etma do.	55	110,73	3,045 00
East River F. do.	150	96,67	3,025 00
Am. Marine do.	20	74	740 00
Contributionship Ins. Co.	40	104	2,080 00
Merchants' F. do.	15	104	1,560 00
Washington M. do.	10	78	390 00
North America	25	110	1,375 00
Jefferson F.	25	114	855 00
United States do.	70	108,43	1,897 50
Manhattan do.	26	106,50	1,384 50

Total sales per month \$3,684,460 53

Average daily sales 147,375,42.

* Per share par value \$60.

SALES OF LUMBER.—The amount of lumber surveyed and sold in this city, from the first to the fifteenth of June inclusive, is five million seven hundred and sixty-six thousand one hundred and twelve feet.—*Banger & Hig.*

Dividends New York.

Merchants Exchange Bank, - - -	5 per cent.
La Fayette, - - - - -	4
Franklin, - - - - -	4
Commerce, - - - - -	5
Manhattan, - - - - -	5
Seventh Ward Bank, - - -	4
Commercial, - - - - -	4
Long Island Insurance Company, -	6
Washington Marine, - - -	5
Merchants Fire, - - - - -	7
United States Fire, - - - -	5 & ext 3
Ocean Insurance, - - - - -	6
Atlantic, - - - - -	12½
East River, - - - - -	6
Contributionship, - - - - -	6
Equitable, - - - - -	8
Farmers' Loan and Trust, - - -	4
Patterson and H. Rail Road, - -	3
North America Trust and B., - -	4
Delaware and Hudson, - - -	3½
Boston and Worcester Rail Road, -	3½
Delaware and Raritan and Camden and Amboy Transportation Line, - -	4

Wheat and Flour.

The amount of wheat and flour cleared from Buffalo, eastward, from the opening of the navigation to the 14th of June, this year, is thus stated in the Buffalo Advertiser:

1839.	Flour.	Wheat.
Ohio, - - -	87,171	164,096
Michigan, - -	32,543	83,694
Indiana, - - -	2,068	28,909
	121,762	276,699
1838.—Ohio,* - -	78,695	224,499
Balance in favor of 1839,	43,087	52,200

* None from Michigan or Indiana.

Light Houses and Light Boats in the United States.—From a schedule accompanying a report of one of the Departments, published in the army and Navy Chronicle, we find that the number of light houses and beacons in the United States, on the 1st January, 1838, was—In Maine, 27—New Hampshire, 4—Massachusetts, 39—Rhode Island, 10—Vermont, 1—Connecticut, 10—New York, 30—New Jersey, 1—Pennsylvania, 2—Delaware, 7—Maryland, 14—Virginia, 7—North Carolina, 7—South Carolina, 3—Georgia, 7—Ohio, 12—Louisiana, 4—Florida, 8—Michigan, 7—Alabama, 2—Mississippi, 3.

Whole number, 205. Light boats, 28.

Crime in Kentucky.—Bishop Smith, in a long letter to the Hon. R. Wickliffe, says it has been ascertained that there have been from thirty to forty homicides in Kentucky annually for three years past, and not a single execution. There have been within the three years but five or six penitentiary convictions for murder. He ascribes impunity in crime to the law for capital punishment, and recommends that imprisonment be substituted for hanging.

The Judges' Salaries Raised.—The bill raising the salaries of the law judges of Pennsylvania, has become a law. It was attached as an amendment to a bill incorporating a company to manufacture iron. By it the judges of the county of Philadelphia are raised *six hundred dollars*, those of Allegheny *five hundred*, all the other districts *four*, and the salaries of the associate judges *sixty dollars*.—*Harrisburg Chronicle*.

The Summit Level.—Within 9 miles (at the nearest distance) from Lake Erie, is a Lake whose waters are elevated 720 feet above those of Lake Erie, and on the elevated body of water, a steamboat of 100 tons burthen plies. This is Chautauque Lake, in Chautauque county.

Diminution of Cattle in Vermont.—By a report made to the legislature of Vermont, it appears that there was a great diminution of the number of cattle in that State, and a corresponding increase of sheep, between the years 1832 and 1837. The diminution of yokes of oxen in the five years between the two periods mentioned, was 13 000: of cows, 13,000; and of two year old cattle 15,000. The increase of sheep, in the same time, was one million.

We have been informed by an application of the Charleston Chamber of Commerce to the Secretary of the Treasury, an arrangement has been effected, whereby, according to the 56th section of the Act of 2d March, 1799, the Collector will take possession of all goods remaining on board a vessel arriving from a foreign port, after five days notice to that effect being given at the Custom House by the master or owner. By this arrangement the same facilities and despatch, in the unloading of vessels and receiving of goods, will be afforded both to the owners of vessels and importers, which have been so long enjoyed by the merchants of N. York.—*Courier*.

Expedition Extraordinary.—Four gentlemen arrived at Jewett's Exchange Hotel, from Norfolk, on Sunday last, who had left Havana on Sunday the 17th at 6 o'clock, P. M., and tarried one day in Charleston S. C., thus making the voyage and journey in five days and a half.

Spots on the Sun's Disk.—It is stated that there are three clusters of spots now traversing the left side of the sun, two of which are particularly large, the nucleus in each spot being vividly distinct. The whole may be seen with any kind of pocket telescope or spy glass, the eye being protected with a piece of black glass.—*Franklin Repository*.

Important Decision.—The Chancellor of the State of New York has recently decided that if it is a part of an agreement for the loan of money, that the borrower shall take uncurrent bills at a higher rate than their actual value in cash or current funds, the loan is usurious. That where a loan is secured by the transfer of stock, with a stipulation that the lender shall have the privilege of taking a part thereof in full satisfaction of the loan—the parties at the time of the agreement, anticipating a great increase in the value of the stock—the transaction is usurious. That whenever the lender stipulates even for the chance of an advantage beyond the legal interest, the contract is usurious, if he is entitled, by the agreement, to have the money lent with the interest thereon repaid to him at all events.—*Balt. Chron.*

In the report of the Overseers of the Poor for the city of Portland, Me., it is stated that three hundred and eighty of the three hundred and ninety-one persons committed to the Alms House, during the year, were addicted to intoxicating drinks. Eighty-eight families have been partially assisted at the public expense, of which seventy-four were reduced to poverty by intemperance; and of the twenty-four persons sent to the House of Correction, there was not one who was not an habitual or occasional drunkard.

A Town without a Lawyer.—*Rahway, N. J.* an old and considerable town on the rail road thoroughfare, is according to the *Sussex Register*, without a lawyer, and yet not lawless. June, 1839.

In the United States District Court, now sitting at Canandaigua, W. L. McKenzie has been convicted of violations of the neutrality of the United States, and been sentenced by Judge Conklin to 18 months imprisonment in the county jail of Monroe, and to pay a fine of \$10.

This, so far as we remember, is the first conviction obtained against the foreign disturbers of the peace of our frontier.

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UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I.

PHILADELPHIA, WEDNESDAY, JULY 17, 1839.

No. 4.

NEW YORK CANALS.

Facts derived from the Annual Report of the Commissioners of the Canal Fund, of the amount of tolls collected and property transported on the canals in 1838, &c.

"The amount of revenue from tolls on the several canals is as follows, viz :

Tolls on the Erie canal, - - -	\$1,414,174 21
" Champlain canal, - - -	104,125 15
" Oswego canal, - - -	27,372 38
" Cayuga and Seneca canal, - -	18,397 47
" Chemung Canal, - - -	4,394 67
" Crooked Lake canal, - - -	2,016 32
" Chenango canal, - - -	20,430 87
	\$1,590,911 07

"The tolls collected during the season of navigation of 1838, are more by the sum of \$298,288 69, than for the season of 1837, being an increase of about 23 per cent. Of the total increase, \$166,766 08, or about 56 per cent. is on descending freight, and \$131,522 66, or about 44 per cent. on ascending freight."

"The whole amount of property cleared on all the canals in the year 1838, is presented in the following statement. In getting at the value of property cleared upon the canals, the cost of transportation is wholly excluded. The produce of the country is estimated at its value on the line of canal where shipped, and the merchandise at the invoice price. This statement shows the total tons of all the canals to be 1,333,011 tons, and the total value of all the articles shipped or transported, to be \$65,746,559, as follows, viz :

	Tons.	Value.
Product of the forest, - - -	665,089	\$6,338,063
Product of animals, - - -	21,937	5,282,941
Vegetable food, - - -	228,247	13,284,694
All other agricultural products, -	5,042	823,079
Manufactures, - - -	101,536	5,916,856
Merchandise, - - -	124,290	31,594,692
Other articles, - - -	186,879	2,607,234
Total, - - -	1,333,011	\$65,746,559

Statement showing the tonnage and estimated value of the descriptions of articles, arriving at Hudson River on the canals in 1838, founded upon the average prices of last season at Albany and West Troy.

ARTICLES.	Tons of 2000 lbs.	Value of each article.
THE FOREST.		
Fur and peltry, - - -	218	\$654,474
Product of wood :		
Boards and scantling, - - -	251,857	2,191,154
Shingles, - - -	5,916	165,644
Timber, - - -	13,912	90,428
Staves, - - -	37,567	525,933
Wood, - - -	82,292	154,297
Ashes, - - -	9,115	1,093,800
Total, - - -	400,877	\$64,875,730

AGRICULTURE.

Product of animals :	Tons of 2000 lbs.	value of each article.
Pork, - - -	2,965	\$385,476
Beef, - - -	1,045	83,592
Cheese, - - -	6,906	1,104,925
Butter and lard, - - -	4,308	1,464,840
Wool, - - -	1,663	1,400,719

Vegetable food :	16,892	\$4,439,552
Flour, - - -	116,532	\$8,901,753
Wheat, - - -	16,518	981,828
Rye, - - -	761	27,989
Corn, - - -	694	20,557
Barley, - - -	16,256	643,471
Other grain, - - -	8,743	105,270
Bran and ship stuffs, - - -	5,027	89,368
Peas and beans, - - -	294	10,970
Potatoes, - - -	3,381	60,856
Dried fruit, - - -	27	5,499

All other Agricultural products :	163,263	\$10,847,566
Cotton, - - -	88	\$9,760
Tobacco, - - -	190	16,751
Clover and grass seed, - - -	908	236,043
Flax seed, - - -	711	42,669
Hops, - - -	210	50,304

Total Product Animals, - - -	16,892	4,439,552
Total Vegetable food, - - -	163,263	10,847,566

Total, - - -	182,142	\$15,642,645
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MANUFACTURES.

Domestic spirits, - - -	4,515	\$361,200
Leather, - - -	672	336,195
Furniture, - - -	819	180,262
Bar and pig lead, - - -	691	82,968
Pig iron, - - -	263	10,528
Iron ware, - - -	617	74,076
Domestic woollens, - - -	80	238,693
Domestic cottons, - - -	356	284,849
Salt, - - -	474	5,944

Total, - - -	8,487	\$1,574,715
Merchandise, - - -	298	\$89,428

Other articles :		
Stone lime and clay, - - -	38,891	\$77,781
Gypsum, - - -	63	377
Sundries, - - -	9,723	777,834

Total, - - -	48,677	\$855,992
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TONS AND VALUE OF EACH CLASS.

	Tons.	Value.
Total Forest, - - -	400,877	\$4,875,730
Total Agriculture, - - -	182,142	15,642,645
Total Manufactures, - - -	8,487	1,574,715
Total Merchandise, - - -	298	89,428
Total Other Articles, - - -	48,677	855,992
Total, - - -	640,481	\$23,038,510

The number of tons going from tide water, is as follows, viz:

Cleared at Albany, merchandise, - - -	70,595	tons.
furniture, - - -	1,371	"
other articles, - - -	8,246	"
	80,212	"
Cleared at West Troy, merchandise, - - -	42,025	"
furniture, - - -	754	"
other articles, - - -	13,123	"
	55,902	"
Cleared at Schenectady, merchandise, - - -	5,329	"
furniture, - - -	779	"
other articles, - - -	586	"
	6,694	"
Total, - - -	142,808	

The number of tons coming to tide water in 1838, is as follows, viz.

Arrived at Albany, - - - - -	379,087	"
West Troy, - - - - -	251,877	"
Schenectady, - - - - -	8,777	"
Waterford, - - - - -	740	"
	640,481	"
Total tons ascending and descending, - - -	783,289	"

There is an increase of merchandise going up the canals, of 32,464 tons, and a decrease in the quantity of other articles going from tide water, of 11,786 tons, leaving a net increase in the ascending tons, comparing 1837 with 1838, of 20,678 tons.

The tons coming to tide water have increased 28,700 tons, comparing the present with the preceding year.

The merchandise cleared at Albany, West Troy and Schenectady, in 1838, (117,949 tons,) was left on the several canals, as shown by statement No. 5, in the following proportions, viz:

Erie canal, - - - - -	81,938	tons.
Champlain canal, - - - - -	12,033	"
Oswego canal, - - - - -	8,995	"
Cayuga and Seneca canal, - - - - -	7,755	"
Chemung canal, - - - - -	2,256	"
Crooked Lake canal, - - - - -	2,619	"
Chenango canal, - - - - -	2,459	"
Total, - - - - -	117,949	"

The merchandise which goes to Pennsylvania through the Cayuga and Seneca, Chemung and Crooked Lake canals, has not been ascertained, and is not brought into the estimate of merchandise going out of the state.

The following Statement shows the amount derived from the different sources, and the relative proportion of each to the whole.

CLASSES OF ARTICLES.	Total cleared.			Per centage of		
	Tons.	Value.	Tolls.	Tons.	Value.	Tolls.
Boats and passengers,			\$210,457			13.24
The Forest,	665,089	\$6,338,063	229,998	49.89	9.64	14.47
Agriculture,	255,227	19,390,714	468,495	19.15	29.49	29.48
Manufactures,	101,526	5,915,856	74,941	7.62	9	4.72
Merchandise,	124,290	31,594,692	526,911	9.32	48.06	33.15
Other articles,	186,879	2,507,234	78,555	14.02	3.81	4.94
	1,333,011	\$65,746,559	\$1,589,357	100	100	100

From this statement, it appears that while the amount in tons of the "Forest" is nearly 50 per cent. of the whole amount in tons which moved on the canals, its value is less than 10 per cent. of the whole value, and its tolls less than 15 per cent. of the whole tolls. It also appears that while the amount in tons of "Agriculture" is less than 20 per cent. of the whole amount in tons, its value is more than 29 per cent. of the whole value, and its tolls more than 29 per cent. of the whole tolls. The amount in tons of "Merchandise" is less than 10 per cent. of the whole amount in tons; its value is more than 48 per cent. of the whole value, and its tolls more than 33 per cent. of the whole tolls.

The following statement shows the tons and value of each class of articles, except merchandise, which moved on the canals, and the tons, value and per centage of each, which came to the Hudson river during the last year.

STATEMENT.

CLASSES OF ARTICLES.	Total cleared.		Came to the Hudson River.		
	Tons.	Value.	Tons.	Value.	Per cent. Tons.
The Forest,	665,089	\$6,338,063	400,877	\$4,875,730	60.27
Agriculture,	255,227	19,390,714	182,142	15,642,645	71.31
Manufactures,	101,526	5,915,856	8,487	1,574,715	8.86
Other articles,	186,879	2,507,234	48,677	855,992	26.
	1,208,720	\$34,151,867	640,183	\$22,949,082	

"Thus it appears, that of the tons of all the property cleared upon the canals, except merchandise, which went from tide water, only about 53 per cent. came to the Hudson river. Of this, the largest proportion is of the products of agriculture, and the next, of the products of the forest. Of "manufactures" and "other articles," a small portion only came to tide water, as the articles composing these classes enter mostly into the internal commerce of the canals.

It is an interesting fact, that the products of animals, (or of a grazing country,) to wit, pork, beef, cheese, butter, lard and wool, which came to the Hudson river during the last year, were, in tons 16,892, in value \$4,439,552, and the whole tolls on those articles which passed upon the canals, whether coming to the Hudson river or not, was only \$31,155. The whole amount in tons of articles coming to the Hudson river, was 640,481, and the whole estimated value, \$22,949,082, and the whole tolls upon all articles which moved on the canals, was \$1,589,357.

The proportion which the tons and value of the products of animals coming to tide water, bore to the total tons and value of articles coming to tide water, and the proportion which the whole tolls upon those products bore to the whole tolls upon all articles which moved upon the canals, was as follows:

	Tolls.	Value.	Whole tolls.
All articles, - - -	100	100	100
Products of animals, - - -	2.64	19.30	1.96

It illustrates, that a canal cannot, at our rates of toll, derive support from a grazing country. Its products delivered in market, and constituting about one-fifth in value of all the products delivered in market, yield less than two per cent. of the whole tolls.

The total tons coming to tide water for each of the last five years, and the aggregate value thereof in market, with the total sum received for tolls on all the canals, is as follows, viz.:

Year.	Tons.	Value.	Tolls.
1834, - - -	553,596	\$13,405,022	\$1,341,465 69
1835, - - -	753,191	20,525,446	1,549,232 56
1836, - - -	696,347	26,932,470	1,614,342 46
1837, - - -	611,781	21,822,354	1,292,624 76
1838, - - -	640,481	23,038,510	1,590,911 07

On comparing the tons, value and tolls of 1834 with 1838, the following results are shown, viz:

Increase in tons, - - -	15	7-10 per cent.
do. tolls, - - -	18½	"
do. price, - - -	77	"

The quantity of wheat and flour coming to tide water in each year, from 1834 to 1838, with the market value of the same for each year, is as follows, viz:

Year.	Tons.	Value.	Whole tolls on Wheat and Flour.
1834, - - -	130,452	\$5,719,795	Not ascertained.
1835, - - -	128,552	7,395,939	do.
1836, - - -	124,982	9,796,540	do.
1837, - - -	116,491	9,640,156	\$301,739 00
1838, - - -	133,080	9,893,586	390,161 00

Comparing the increase in tons and value in 1838 with 1834, it gives the following results, viz:

Increase in tons, - - -	2	per cent.
do. price, - - -	72	8-10 "

WESTERN TRADE.

The tons of wheat and flour shipped at Buffalo and Oswego, from 1835 to 1838, and the total tons of wheat and flour arrived at tide water, were as follows, viz:

	Buffalo.	Oswego.	Ar. at tide water.
1835, - - -	15,935	14,988	123,552
1836, - - -	24,154	13,691	124,982
1837, - - -	27,206	7,429	116,491
1838, - - -	57,977	10,010	133,180

Upon the supposition that what is shipped at Buffalo and Oswego comes from other states, the comparison between those two places for the years 1835 and 1838 is as follows:

1838. Buffalo, - - -	57,977
Oswego, - - -	10,010
	<u>67,987</u>
1835. Buffalo, - - -	15,935
Oswego, - - -	14,888
	<u>30,823</u>

Increase, - 37,164 tons.

A comparison of the total tons of wheat and flour arriving at the Hudson river for the same period, is as follows:

1838, - - -	133,180
1835, - - -	128,552

Increase, - 4,628 tons.

This increase being deducted from the increase at Buffalo and Oswego, shows that though there was an increase at those places in the amount coming from other states, of 37,164 tons, and an increase of only 4,628 arriving at the Hudson river, there was an actual falling off in the production of this state, arriving at tide water, of 32,536 tons.

The whole quantity of merchandise cleared from tide water on the canals, was,

In 1835, - - -	105,865 tons.
1838, - - -	117,949 "

Increase, - 12,084 "

The quantity going to other states by way of Whitehall, Oswego and Buffalo, was

In 1835, - - -	28,733 tons.
1838, - - -	40,260 "

Increase, - 11,527 " or 36½ per cent.

If the quantity of merchandise going to other states be deducted from the total quantity cleared in each of the years above referred to, it leaves the merchandise for the state of New York in 1835, at 77,132 tons, and in 1838, at 78,689 tons.

The quantity of merchandise and furniture going to other states by way of Buffalo, for each of the last six years, is as follows, viz:

Year.	Merchandise, tons.	Furniture, tons.
1833, - - -	14,341	4,257
1834, - - -	17,401	4,149
1835, - - -	18,466	4,674
1836, - - -	30,874	4,933
1837, - - -	22,229	5,338
1838, - - -	32,086	3,500

The increase of merchandise, comparing 1833 with 1833, is 17,745 tons, or 124 per cent. in 5 years: the tons of furniture going west from Buffalo, are less in 1838 than in 1833, by 757 tons. In 1837, however, the furniture going west from Buffalo, was 1,081 tons greater than in 1833. The average quantity for each of the last six years, is 4,476 tons. The year 1833, therefore is 976 tons below this average.

This falling off in the quantity of furniture passing west by way of Buffalo, is an indication of a material decline, for the time being, of emigration westward.

The following statement shows the quantity of merchandise and furniture going to the several states by way of Buffalo, during the last year, viz:

States, &c.	Merchandise, lbs.	Furniture, lbs.
Ohio, - - -	30,375,863	2,191,014
Michigan, - - -	20,168,077	2,677,137
Indiana, - - -	3,138,586	254,001
Illinois, - - -	6,487,008	1,397,888
Wisconsin, - - -	784,262	299,299
Missouri, - - -	153,738	26,829
Kentucky, - - -	670,773	22,295
Tennessee, - - -	52,392	2,821
Upper Canada, - - -	42,260	10,852
Pennsylvania, - - -	2,301,017	108,787

64,173,912

7,000,914

The merchandise passing to other states by the same route in 1836, amounted to 61,748,891 pounds, and the furniture to 9,871,677 pounds.

The increase of agricultural products coming from other states by way of Buffalo in 1838 over 1837, is 28,372 tons; there is a falling off in the product of the forest, principally on ashes and staves, of 2,489 tons, which leaves the total increase on all products coming from other states, by way of Buffalo, at 25,958 tons. The increase on wheat and flour, is 31,638 tons, and as the increase on all the products coming from the west by the way of Buffalo, is only 25,958 tons, it shows a falling off in the aggregate of all other products, except wheat and flour, of 5,680 tons, comparing 1838 with 1837.

Albany February 1, 1839.

A. C. FLAGG, Comptroller.

JOHN A. DIX, Secretary of State.

G. H. BARSTOW, Treasurer.

SAML. BEARDSLEY, Attorney General.

O. L. HOLLEY, Surveyor General.

Table showing the time of commencement and close of each navigable season, at Lock No. 26, on the Erie Canal, (8 miles west of Schenectady,) and the number of days it was navigable from 1824 to 1838 :

	Commencement of season.	Close of season.	No of days of each season.	No of boats or floats in each yr.
1824,	April 30,	Dec. 4,	219	6,166
1825,	" 12,	" 5,	238	10,985
1826,	" 20,	" 18,	243	15,156
1827,	" 22,	" 18,	241	13,001
1828,	March 27,	" 20,	269	14,579
1829,	May 2,	" 17,	230	12,619
1830,	April 20,	" 17,	242	14,674
1831,	" 16,	" 1,	230	16,284
1832,	" 25,	" 21,	241	18,601
1833,	" 19,	" 12,	238	20,649
1834,	" 17,	" 12,	240	22,911
1835,	" 15,	Nov. 30,	230	25,798
1836,	" 25,	" 26,	216	25,516
1837,	" 20,	Dec. 9,	234	21,055
1838,	" 12,	Nov. 25,	228	25,962

The total number of boats, in that period, 263,959. October produces the greatest total for the 15 years, viz. 40,171. The greatest number which have ever passed in one month, was in October, 1828, viz. 4730—average for each 24 hours, of the month, 161. The greatest number which ever passed in one day, was in June, 1836, viz. 242—of which number 177 passed east, and 65 west, average 10 per hour, or 6 minutes for each to change. The earliest commencement of a season, was March, 27, 1829—the latest May 2, 1829. The earliest close is November 25, 1838—the latest December, 1832. The longest season of canal navigation was in 1828, viz. 269 days—the shortest season was in 1836, viz. 216 days. The average of the whole 15 years, was 236 days.

The new line of stages to Shamokin, Sunbury and Northumberland, made their first trip on Monday last. Passengers leaving Philadelphia at 5 in the morning, arrived at Shamokin, some quarter of an hour before 8 o'clock the same evening, where they slept, and reached Sunbury next morning, after 70 minutes ride on the rail road. A branch of the line was commenced yesterday, which leaving the turnpike at Cooper's, 13 miles above our borough, arrives at Catawissa the same evening. A few years—indeed months since—two days were consumed in this journey, and this great convenience to the travelling public, is solely to be attributed to the enterprise of Pott, Schoener & Co., whose exertions have brought the route from Philadelphia to the Susquehanna, via Pottsville, within a day's travel, a fact which has been considered impossible, until this fact has given convincing proof to the contrary.—*Miners' Journal, June 28, 1839.*

JUSTICE STORY'S DECISION RESPECTING WHALE SHIPS.

UNITED STATES vs. WM. ROGERS and others.

June Term, 1838—at Newport.

Indictment against the defendants for an endeavour to commit a revolt on the 10th of May, 1838, on board the brig Troy, belonging to Bristol, Rhode Island, alleged to be a registered ship, owned by certain citizens of the United States, named in the indictment, and the defendants being seamen in and on board thereof, against the act of 3d of March, 1835, ch. 40. Plea, not guilty.

At the trial it was admitted by Greene, the district attorney, that the brig was, at the time when the supposed offence was committed, (May, 1838,) engaged in a whaling voyage, and her crew were, by the shipping articles, in the same year shipped for a whaling voyage. The ship's register was dated in 1833, and the voyage was undertaken without any surrender of the register, or taking out an enrolment and license pursuant to the act of 18th February, 1793, ch. 52, for enrolling and licensing vessels employed in the coasting trade and fisheries.

Upon this statement, which was agreed to be the truth of the case, the Court suggested a doubt whether the offence, if any, was, under the circumstances, within the purview of the statute; and the case was spoken to by Greene, district attorney, Randolph and Pearce being counsel for the defendants.

STORY, J.—I am unable to persuade myself that the present indictment is maintainable under the circumstances. The act of 1835, ch. 40, provides that "if any one or more of the crew of an American ship or vessel on the high seas, &c. shall endeavour to make a revolt," he and they shall, on conviction, be punished as provided for in the act. To bring the case within the statute, the voyage for which the seamen are shipped must be a lawful one, and they must at the time be of the "crew" of an American ship or vessel; and, of course, there must exist a lawful relation between them and the master. The statute of 1793, ch. 52, sec. 1, enacts that such ships or vessels as are enrolled and licensed according to the provisions of that act, "and none others, shall be deemed ships or vessels of the United States, entitled to the privileges of ships engaged in the coasting trade or fisheries;" and the whale fisheries are expressly within the purview of the act, as is abundantly seen in the form of the license prescribed by the fourth section. Now, it seems plain to me that no registered ship is entitled to carry on the usual fisheries, as an American ship, or as being entitled to the privileges of an American ship, under the statute of 1793, ch. 52. The third section declares that it shall be lawful for the collectors of the several districts to enrol and license any ship or vessel which may be registered, upon such registry being given up, or to register any ship or vessel that may be enrolled, upon such enrolment and license being given up; and the sixth section treats every ship and vessel not so enrolled and licensed, and found engaged in the trade, as liable to pay the same fees and tonnage in every port of the United States as ships or vessels not belonging to a citizen or citizens of the United States; and, under certain circumstances, the ship or vessel, and its lading, becomes liable to forfeiture. My opinion, therefore, is, that this ship cannot be deemed an American ship within the sense of the third section of the statute of 1835, ch. 40, on which this indictment is founded, and the crew are not the crew of such an American ship or vessel, as is contemplated by the act. On this ground the indictment would fail upon the facts.

Indeed my impression is, that upon the manifest intent of the act of 1793, ch. 40, no registered ship or vessel can, while she remains registered, engage in the whale fisheries; but she must surrender her register, and be enrolled and licensed for the fisheries; and that if she should be found engaged in such fisheries without such enrolment or license, at least if she has on board any article of foreign growth or manufacture, or distilled spirits, other than her stores, she would be forfeited. The main purpose of the act would be

utterly frustrated upon any other construction, and the main securities and privileges of the trade be defeated.

The District Attorney concurred in opinion that the facts did not support the indictment, and thereupon the District Attorney entered a *nolle prosequi*.

REMARKS UPON UNIFORMITY IN COMMERCIAL LAW.

BY JOHN W. WALLACE, ESQ.

Every merchant is sensible how greatly uniformity in commercial regulations, between the place where he resides, and those with which he does business, contributes to the safety and success of his operations. If a merchant of the United States has commercial transactions with various cities or countries of Europe, exporting to them, or importing from them, drawing or purchasing bills upon them, his situation becomes embarrassing, if he is bound to do, when he trades to one, what he is not bound to do when he trades to another; or if acts which secure him, or do not make him liable, in one, do not secure him, or do make him liable in another. A general uniformity in the regulations of trade between commercial places, is indispensable to safe intercourse between them, and has been produced by this very necessity. Accordingly, we find a surprising uniformity in the commercial law of the different countries of the globe; surprising when we consider that it is the same through successive ages; and over countries differing in every feature of their character. It exists, because governments have had little to do with the formation of these laws; they grow up imperceptibly with the growth of commerce, and are founded not upon statutory enactments, but on the usages and customs of commercial nations. The merchants of a country, as its intercourse with foreign nations increases, adopt the usages and customs of the most enlightened among them; these usages and customs become the commercial law of the country adopting them; and thus, gradually, with the growth of commerce has been formed, and with its extension is increasing, a system of *common law* on commercial subjects, binding not only a particular country, but extensively influencing the whole commercial world. This principle operates not only where a new custom has been actually adopted, but by analogy in new cases, and at this day, if a new point arise in England or the United States, inquiry is made into what was the practice of Genoa, of Barcelona, of Pisa, or Amalphi in the days of their commercial prosperity; and the answer goes far to determine the law of England or of the United States on the same point at this day. The existence of this uniformity offers of itself, a convincing proof of its importance. If this similarity between the laws of foreign nations be important, much more is it so between the states of our Union. The enlightened continent of the old world, is separated into numerous powers estranged from one another by differences of religion, governments, interests, and national characteristics. Each compared with the United States, is limited in extent of territory and in the productions of its soil; and many are so thickly inhabited as to consume on the spots that produce them, all that can be raised. They have no bond of Union, and only when threatened with extinction, have they ever united for their common benefit: We are told by a recent traveller in Germany, that in this confederacy, although possessing great *potentialities* for commerce, so jealous are the little principalities of each other, and so watchful the larger ones, to prevent concert among the smaller, the internal commerce of the country amounts to nothing, and that a vessel in descending so inconsiderable a river as the Wiser (about two-thirds as large as the Delaware,) pays no fewer than three and twenty different tributes. Here, however, it is the inestimable blessing of our Constitution, that our canals and rivers and railways spread their Briarcan arms over UNITED STATES; that we descend from Warren at the head waters of the Allegheny, to the Gulf of Mexico, without one sovereign to claim tribute, or glide for hundreds of miles along the glassy surface of our canals, before the weigh-house reminds us that their bounty is not so generous as that of the "aged father of waters." The North, with her

spindles and instruments of manufacturing and mechanic industry, draws for employment on the bounteous soil of the children of the sun. The South thinks only of the production of her staples, and looks to the North for the export or the manufacture of them. The merchant of the Atlantic cities draws a large revenue from the wants of the West, while the hardy emigrant thinks of nothing but to prostrate the forests before him. Not only is our internal intercourse thus connected, but out cities do much of their foreign commerce *through* each other. Philadelphia sells her bills in New York, Boston, and Baltimore; imports to New York, exports from Charleston, Mobile, and Louisiana—and so with other cities. All thus aid, depend upon, and are connected with each other. This is brought about by the wonderful facility of intercourse between different parts of the country; and these internal communications are daily becoming more extensive, quick, and intimate. We see the same house, sometimes under one name, sometimes under different names, not only in adjacent but in distant cities. Most important is it then, that the law under which so vast and so various but so connected a business is carried on, should be uniform; that a contract made in Philadelphia, so as to be binding there, should, if made in the same way at New York or Boston, be binding there also; and that acts which render a man secure in the city where he lives, should have the same effect in those in which he is constantly doing business. Let us look how far this uniformity of law exists between these United States.

1. *In the law of mercantile guaranty.* One man frequently contracts with another, to answer for the debt of a third person. In Pennsylvania, the contract may be verbal, and will be binding as if written. In Massachusetts, the promise of the guarantor must be in writing, but the consideration for it need not be in writing. In New York, not only the promise to pay the other person's debt, but also the consideration for it, in other words, the whole contract must be in writing. Here, then, in Philadelphia, New York and Boston, the three great cities of the north, we have three discordant rules upon one of the commonest of commercial engagements! A Philadelphia merchant, who had often secured doubtful debts by the verbal engagements of another, goes to Boston, to secure such a debt there; and does it precisely as he would do at home, and loses his debt on that account. The next time, he takes professional advice, and has a form of guaranty drawn up by the ablest counsel in Boston; with this he gets off at Chambers street, and, no longer trusting to the verbal engagements of honest Pennsylvania, he makes his New York surety sign the same promise that he found so efficacious in Massachusetts, and, in so doing, loses his debt, because he has failed to do something more.

Take a second case. A foreign bill of exchange, payable so many days after sight, must be presented to the drawee for acceptance. If acceptance be refused, the bill must, according to the English law, be protested for non-acceptance, and notice thereof given to drawer and endorsers. The same rule holds in Massachusetts, Connecticut, New York, Maryland, Virginia, and the two Carolinas. 3 Kent's Commentaries, 95. The same rule was laid down by Judge Washington, in this district. *United States vs. Barker*, 4 Washington's Circuit Court Reports, p. 464; but the Supreme Court of Pennsylvania decided, (*O'Donnel's Administrator vs. Adams*, 6 Sergeant and Rawie, 356,) that protest, and notice of non-acceptance, was unnecessary. If, therefore, a merchant of Philadelphia draws a bill on Europe, in favour of one of New York, who endorses it, and remits it to his foreign correspondent for goods, or on account of a debt, and the bill be refused, and at maturity protested for non-payment and notice given, the holder cannot recover against the New York endorser, because of want of protest, and notice of non-acceptance; but he *can* recover against the Pennsylvania drawer, notwithstanding the want of both. But this is not the worst. Suppose that the bill is drawn in New York, and endorsed in Philadelphia; the holder can recover against the Philadelphia endorser, but when that endorser resorts to the New York drawer, he cannot recover, because no protest was made, and no notice given!!

Hence no Philadelphia merchant is safe in endorsing a bill drawn in any other state, as he may be compelled to pay it as endorser, and yet fail to recover it from the drawer, on account of an omission made by a third person, and which the Philadelphia merchant could not help.

Take a third case. *The Law of Average*. I will take a case which actually occurred during our last war. The schooner *Julia*, sailed in February, 1813, from Bordeaux, for Philadelphia. On attempting to enter Delaware bay, she was met by a schooner and frigate of the British squadron, then blockading Philadelphia. In consequence of this, the *Julia* bore away for New York, and was chased by those vessels of the enemy. A British seventy-four, which was cruising off the Jersey coast, joined in the chase, and when the *Julia* got as far as Long Branch, she was headed by another vessel of the enemy. Thus surrounded, and almost certain of capture, the captain, on consultation with his crew, determined to run the *Julia* ashore at Long Branch. In doing so, he must injure, perhaps lose the vessel; but the cargo, or part of it, would be saved, and perhaps the vessel got off. The vessel was entirely lost, but a great deal of the cargo was saved. Now, by the law of New York, as decided in their Supreme Court, the cargo that was saved, was *not* bound to contribute to the loss of the schooner, by way of general average. *Bradhurst vs. The Columbia Ins. Co.* 9 Johnson's Rep. 9. By the law of Pennsylvania, as decided in our Supreme Court, it *was*. *Gray vs. Waln*, 2 Sergeant and Rawle, 229. Judge Washington, who decided the case in the Circuit Court, decided that it *was*. *Caze v. Reilly*, 3 Washington's Circuit Court Reports, 298. Here, then, supposing, (as may have been the fact,) that some of the cargo belonged to New York merchants, if the owners of the schooner brought suit for contribution against the owners of the cargo, they would recover against such as they sued in a Pennsylvania court, and fail against such as they sued in a New York court; or, if the ship owners retained the goods till contribution should be made, and thus compelled the owners of the cargo to contribute, the ship owners would be safe, so long as they remained at Philadelphia; but, if any of them went to New York, and suit was brought against him there, he would have to give them up without any contribution; or, if contribution had been previously made by the New York owner, in order to get the goods, he would recover the sum from the owner whom he caught at New York. If the question got into the circuit court of the third circuit, which consists of Pennsylvania and New Jersey, average would be allowed; if it got into the New York district, no man can say what would be the result:—*ubi fata ferant, ubi consistere detur*.

A fourth illustration may be found in the *Statute of Limitations*. Six years is the limitation for suits on promissory notes, and book dues in Pennsylvania, New York, Connecticut, Massachusetts, and most other states of the Union. In Maryland and Delaware, it is three. In New Jersey, it is four. A Pennsylvania debtor, by note or book account, whose debt is more than three years old, removes to Baltimore or Wilmington, and effectually bars his creditor from recovering the debt by suit against him. This very fact has occurred within the knowledge of the present writer.

Take a second case in *Average*. The New York rule is, that where a general average has been fairly settled in a foreign port, and a shipper obliged to pay his portion of it, he may recover, if he be insured, from his insurer, what he has been thus obliged to pay, though it be much more than he would have had to pay, if the average had been adjusted according to the rule of the home port.

I understand the rule of Louisiana is different; the manner in which the average would have been settled in Louisiana, is the extent to which the Louisiana insurer is bound. 2 Phil. on Ins. 256. Now suppose that A. of New York, ships at New Orleans to Hamburg, a quantity of cotton. B. of New Orleans ships the same quantity, on the same vessel, on his own account. A. insures his at New York. B. insures his at New Orleans. Both are consigned to the same persons; both are exposed to the

same risks; both pay the same premium. Something happens during the voyage, which at Hamburg is considered an average, but which is not so considered either at New Orleans or New York. The ship-owner or captain will not give up the cotton, until the consignee pays his proportion of the general average; to get the cotton the consignee does so, say for each merchant \$1000. The New York merchant sues the company which insured him, and recovers. The New Orleans merchant sues the company which insures him, and fails: Or, supposing that both were insured in New Orleans; the citizen of Louisiana, who must sue in the state court, will fail; while the citizen of New York, who can sue in the Federal Court, may recover.

What I have stated forms an inconsiderable part of the discrepancies which exist among us in respect to our commercial law; and how do they arise? In a slight degree, from legislation, but principally from the decisions of our state courts. Each state has its own courts, and the decisions of one state are not binding on another. The United States has its courts, but their decisions are not binding on the state courts, nor those of the state courts on them. Neither are the decisions of the Supreme Court of the United States binding on the state courts, except in a very few cases, in which a writ of error lies from the Supreme Court of the United States, to the highest state court. With such causes of discord, it is remarkable that so great uniformity exists. The evil, however, is likely to increase rather than to diminish. New courts are created with new states, and in the laws affecting our internal trade, daily increasing with our internal improvements and the advance of our western states, the inconveniences will be serious.

Is not the subject worthy the attention of merchants? Can that be a good system of law for one people to live under, where a man who lives on one side of a "silver streamlet," or an imaginary line, will recover a debt, while his neighbour who lives on the other will fail to recover it? Where a person who can recover during his debtor's life, will fail to recover of his executors because they live in an adjoining state? Where a Philadelphia debtor may, if his debt be worth it, move to Camden, and set his creditors at defiance! Where, in fact, law is a science of *geography* almost as much as of *justice*. So far as the discord is the result of legislation, it might I suppose be remedied by application to the legislatures which caused it. So far as it is the result of judicial decision upon the same statutes, or upon what is the commercial common law, or general immemorial usage, could not uniformity be produced throughout the entire country, *by giving, in all commercial cases, a writ of error to the Supreme Court of the United States from the State Courts?* This would produce uniformity throughout the entire country, but this could not be done without an alteration of the Constitution of the United States, which it would be difficult to obtain, but which, if obtained, would compensate the trouble.

A degree of uniformity might be obtained in another, though less safe a way. By the Constitution of the United States, Art. I. sect. vii. § 3, Congress has power "to regulate commerce with foreign countries, and among the several states, and with the Indian tribes." Under this provision, a code of commercial law might be framed uniform throughout the United States. It was thus that the famous Hanseatic code was formed. No less than eighty-one towns on the shores of the Baltic, and on the large German rivers, assembled in convention and agreed upon a code, which at this day, now 300 years from its date, is a compilation of authority. But this codified jurisprudence, like every system of which the execution is separated from the plan, is difficult to form and dangerous in application. We should probably very soon feel the truth of our able Chief Justice GIBSON's remark, that a system complete in all its parts, could not be struck out at a single heat by the most able law-giver that ever lived. 8 Sergeant and Rawle, p. 378. Neither would this secure uniformity, so long as four and twenty courts, each authoritative within its sphere, would decide upon the meaning of the code.

The subject is worthy of our boards of trade and chambers of commerce—rather of merchants than of the fraternity of the coil.

ITEMS.

Great despatch.—The Troy Whig mentions that a gentleman left Chicago on Friday evening, the 7th instant, at 9 o'clock, and arrived at Troy on the 14th, at 5 P. M., the whole time being 154 hours. He made the following stops:—

Milwaukee,	5 hours.
Mackinaw,	2 do.
Detroit,	6 do.
Cleveland,	2 do.
Buffalo,	5 do.
Niagara Falls,	4 do.
Oswego,	4½ do.
Utica,	4 do.
Albany,	2 do.

35½ hours.

164

35½

128½ hours.

Or 5 days 3½ hours time. The passage from Chicago to Buffalo, was made in 4 days 7 hours, including 16 hours stop, or 3 days and 5 hours running time, in the Illinois boat, which is supposed to equal any boat in any country for elegance and speed.

Wire Rope.—Much has been said of the flexible wire rope of Mr. McCord, as applied to steering steamboats, instead of the common rope, and the rod generally in use. We have not seen any of the wire rope thus applied, though we believe it has been in use on the Ohio, and other western rivers. Yesterday, a wire rope of about three quarters of an inch in thickness, made in this city, and, we believe, under the direction of Mr. McCord, was applied to one of the hoisting machines of the City Tobacco Warehouse. It was found sufficiently flexible, and two hogheads of tobacco, weighing above thirty-two hundred weight, were hoisted by it. The manufacturer said that nine thousand pounds might be safely trusted to it. It spliced well, and seemed to render as freely as was required. We would ask to the rope, which is now at the Tobacco house, the attention of our citizens. We understood the manufacturer to say, that the cost would be but little, if any, more than that of a hempen rope, suited to the same purpose.—*United States Gazette.*

A New Mode of Propelling Ships.—By the following extract of a letter, dated London, May 17, it seems that the new plan of propelling vessels by means of screws, has succeeded:—

"The ship *Archimedes* has arrived at Portsmouth, after a cruise in the channel, having beat a government steamer. The great value of the screw is now fully tested. The water thrown by it on the rudder, makes the ship answer her helm to the astonishment of naval officers. She turns in double her length; her first action on starting, is to answer her helm.—The ship has encountered bad weather, but has met it beautifully. Paddle boxes of the ocean are now superseded, and as a *tug*, no known power can have such hold of the water."

Vigorous Old Age.—Says the Salem Gazette, Capt. Benjamin Webber, of Gloucester, a veteran of the revolution, now 84 years old, started from home about 4 o'clock in the morning, on foot, walked to Salem, a distance of about 15 miles, and took the 10 o'clock train of cars for Boston. He walked a good deal about Boston; walked to Charlestown, and back to Boston, and then took the afternoon cars for Salem. On arriving at Salem, he resumed his homeward walk, and arrived within a few miles of his residence, when he was taken up by the Gloucester stage, and carried the rest of the way. All this was accomplished between sun and sun, the veteran having walked more

than thirty miles, and travelled on the rail road about the same distance.

Appointments by the Governor.—BENJAMIN PATTON, Esq., President Judge of the Fifth Judicial District, consisting of the county of Allegheny, in the place of T. B. Dallas, resigned.

JAMES M. PORTER, Esq., President Judge of the 12th Judicial District, composed of the counties of Dauphin, Lebanon and Schuylkill, in the place of Calvin Blythe, resigned.

JOHN F. SMITH, Esq., of Berks county, inspector of flour in Philadelphia, in the place of George Smith, resigned.

Richmond Flour Inspections.—The Whig of Tuesday says:—"We learn from the inspector, that the extraordinary number of 239,149 barrels and half barrels of all qualities were inspected during the year ending the 30th of June last. This is the largest number inspected for many years, and we believe has only been once exceeded."

Slate in Maine.—Extract from the Third Annual Report of the Geology of Maine, by Dr. Jackson, State Geologist. The slate quarries on the Piscataquis, described in a former report, were found to cross the Kennebec, in the towns of Bingham and Moscow. In the latter town, beautiful slates were discovered, splitting out, in some instances, from three to six feet, and in one instance, ten feet square. Dr. J. makes another visit to the slate quarries in the County of Piscataquis, discovers new localities, and thinks that one quarry, which he minutely examined in the town of Foxcroft, would yield one million tons of slate. He says that the "rock in this quarry is perfectly sound, free from impurities, and splits to the proper thickness required for making roofing and writing slates." In relation to those slate quarries, he gives the following statistical information:

"The cost of working and transportation, as I was informed by the best authorities in the town:

Four men in one day will quarry and trim one ton of roofing slate, at \$1 per day, \$4
Transportation to Bangor, 35 miles, at \$6 per ton, 6

Cost at Bangor, \$10
Freight to Boston market, 3

Cost of slate in Boston, \$13

To this we must add the interest on the cost of the quarry, tools and stock, and the wearing and loss of tools used. These items cannot, of course, at present be ascertained, but they will not amount to much. The slate quarries of Maine are numerous and valuable, offering ample inducements to enterprise, and will ere long be successfully wrought for the supply of the Atlantic coast.

There are many other quarries described in my former reports, viz., at Williamsburg, Brownsville and Barnard, besides those upon the Kennebec, above Bingham and Concord."—*Piscataquis Herald.*

The Commerce of Boston.—We learn from the Boston Post, that the number of foreign clearances from Boston, from January 1st, to June 30th, 1838, was 430. The number of foreign clearances, from January 1st, to June 30th, 1839, was 607. Increase of foreign clearances over the first six months of the last year, 177.

The number of foreign arrivals into Boston, from January 1st, to June 30th, 1838, was 471. The number of foreign arrivals, from January 1st, to June 30th, 1839, was 614. Increase of foreign arrivals, 143.

Revenue, first quarter, 1838, 480,300 50
Do. second quarter, 465,765 84

Revenue, first quarter, 1839, \$946,066 43
Do. second quarter, estimated at \$562,915 28
Do. second quarter, estimated at 90,742 80

\$1,463,657 27

Increase of revenue over the two first quarters of last year, \$517,590 84.

COMMERCE OF MARYLAND From 1789 to 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawbacks on foreign merchandise.	Registered tonnage.
	Domestic.	Foreign	Total.				
1791	. . .	. . .	2,239,691	. . .	641,646	13,585	34,492
1792	. . .	. . .	2,623,808	. . .	481,534	24,039	42,998
1793	. . .	. . .	3,665,056	. . .	930,023	54,643	26,792 74
1794	. . .	. . .	5,686,191	. . .	1,226,139	407,669	38,007 77
1795	. . .	. . .	5,811,380	. . .	1,340,704	789,167	48,007 53
1796	. . .	. . .	9,201,315	. . .	1,633,081	842,803	46,314 82
1797	. . .	. . .	9,811,799	. . .	2,008,606	834,090	55,964 46
1798	. . .	. . .	12,746,190	. . .	2,392,489	1,483,322	63,490 92
1799	. . .	. . .	16,299,609	. . .	2,548,170	1,357,230	81,446 81
1800	. . .	. . .	12,264,331	. . .	1,924,431	1,263,406	81,508 26
1801	. . .	. . .	12,767,530	. . .	2,157,649	1,135,717	55,988 30
1802	. . .	. . .	7,914,225	. . .	1,404,547	754,479	43,295 72
1803	3,707,040	1,371,022	5,078,062	. . .	1,193,822	249,314	46,487 49
1804	3,938,840	5,213,099	9,151,939	. . .	2,174,169	638,062	53,842 13
1805	3,408,543	7,450,937	10,859,480	. . .	2,291,284	1,142,356	62,004 93
1806	3,661,131	10,919,774	14,580,905	. . .	2,904,165	1,442,461	71,819 92
1807	4,016,699	10,282,285	14,298,984	. . .	3,006,430	1,337,128	79,782 49
1808	764,992	1,956,114	2,721,106	. . .	1,063,643	449,852	74,699 43
1809	2,570,957	4,056,369	6,627,326	. . .	1,021,680	848,238	88,188 55
1810	3,275,904	3,213,114	6,489,018	. . .	1,396,942	450,617	90,045 16
1811	4,553,582	2,280,405	6,833,987	. . .	1,082,864	345,267	68,457 85
1812	3,956,093	1,929,886	5,885,979	. . .	2,196,147	404,692	80,203 33
1813	2,782,073	1,005,792	3,787,865	. . .	493,243	316,502	64,780 67
1814	238,235	10,199	248,434	. . .	3,950	3,626	64,149 09
1815	4,086,274	950,327	5,036,601	. . .	4,154,273	125,071	88,161 22
1816	4,834,490	2,504,277	7,338,767	. . .	3,372,070	565,051	83,123 67
1817	5,887,884	3,046,046	8,933,930	. . .	2,092,415	510,623	74,212 26
1818	4,945,322	2,625,412	7,570,734	. . .	2,366,815	404,243	44,731 67
1819	3,648,907	2,278,149	5,926,216	. . .	1,938,272	281,602	47,149 38
1820	4,681,598	1,927,766	6,609,364	. . .	1,062,065	485,150	44,850 01
1821	2,714,850	1,135,544	3,850,394	4,070,842	963,348	227,487	46,613 24
1822	3,496,993	1,039,803	4,536,796	4,792,466	1,334,098	136,941	50,429 52
1823	3,173,112	1,857,116	5,030,228	4,946,179	1,225,846	265,179	51,546 09
1824	3,549,957	1,313,276	4,863,233	4,551,442	1,174,188	252,078	33,412 80
1825	3,092,365	1,408,939	4,501,304	4,751,815	1,339,043	259,884	59,499 38
1826	2,947,352	1,063,396	4,010,748	4,928,569	1,294,054	196,319	62,127 28
1827	3,457,691	1,058,715	4,516,406	4,405,708	1,470,607	218,081	60,627 14
1828	3,107,819	1,226,603	4,334,422	5,629,694	1,549,883	224,168	66,640 49
1829	3,662,273	1,142,192	4,804,465	4,804,135	1,612,967	271,394	31,194 29
1830	3,075,985	715,497	3,791,482	4,523,866	1,312,231	225,175	24,430 24
1831	3,730,506	578,141	4,308,647	4,826,577	1,470,154	147,304	25,959 61
1832	3,015,873	1,484,045	4,499,918	4,629,303	1,069,064	194,443	27,401 44
1833	3,301,014	761,453	4,062,467	5,437,057	870,906	113,400	27,685 88
1834	3,012,708	1,155,537	4,168,245	4,647,493	673,141	82,041	33,811 72
1835	3,176,866	748,368	3,925,234	5,647,153	960,240	30,454	33,806 54*
1836	3,028,916	646,559	3,675,475	7,131,867	1,487,947	41,679	33,245 51*
1837	3,365,173	424,744	3,789,917	7,857,033	. . .	. . .	35,340 02*

* Ending September 30.

Seizure of Fishing Vessels.—We mentioned on Monday, the return of Capt. Sturgis, of the revenue cutter Hamilton, from Nova Scotia, whither he had been sent to make inquiries relative to the seizure of fishing vessels, by British cruisers. The following report from the consular agent at Yarmouth, will show the character of the cases of seizure which have been made, and the proceedings which have taken place upon them.—*Boston Patriot.*

CONSULATE UNITED STATES, }
Yarmouth, N. S. 18th June, 1839. }

To Josiah Sturgis, Esq., Commander of the American Revenue Cutter Hamilton:

Sir—At your request, I enclose to you an abridged statement of the depositions of the masters and crews of the four American fishing schooners, lately seized by the

commander of the British Government vessel "Victory," and now lying detained at this port, together with a succinct account of my proceedings, upon the application to me for assistance by the masters of these vessels.

Upon the 27th day of May, last, application was made to me, as the consular agent of the United States at this port, by William Burgess, master of the American fishing schooner "Independence," for advice and assistance, under the following circumstances: On Sunday, the 26th day of May last, while lying at anchor at the Tusket Islands, near the coast of this province, the said schooner was boarded, and, with her cargo and papers, seized and taken possession of by the commander and part of the crew of the British Government vessel "Victory," for an alleged infraction, by the crew of the "Independence," of the treaty between Great Britain and the United States, and the laws of this

province for the protection of the British fisheries. The schooner was brought into this port, stripped of her sails, and part of her rigging, and the master and crew obliged to leave her. Depositions of the master, William Burgess, and of the crew, Benjamin Sylvester, Samuel C. Mills, Ezekiel Burgess, and Samuel Burgess, all of Vinalhaven, in the state of Maine, were taken to the above facts, and also to those which follow. They deposed that the schooner Independence, of the burthen of 31 tons, or thereabouts, and belonging to Vinalhaven, was fitted out and cleared from that port, on a fishing voyage into the Bay of Fundy, on the 10th day of April last, and that they continued to fish in the bay, never at any time at a less distance from the coast of Nova Scotia than 15 miles, until about the last of April, of the present year, when, being in want of water, and it blowing very heavy, they stood in for the coast, and anchored in the Tusket Islands, where they remained about twenty-four hours. At the expiration of that time they again put to sea, and remained upon the fishing ground until the 25th day of May last, when the compass having been accidentally broken, and there being no other on board, they again stood in for the coast, intending to make the port of Yarmouth, for the purpose of having the compass repaired, and of procuring a supply of water; but the wind being adverse, and very violent, and the weather thick and hazy, they were unable to make that port, and were obliged to take shelter in the Tusket Islands for the night, at which place they were seized the next day, as before mentioned. The master and crew of this vessel deposed, most solemnly, that no fish of any kind or description had been taken or caught by them during the present season, or since their departure from port, either in the Tusket Islands, or at any distance nearer to the coast of Nova Scotia, or of any of the British possessions in North America, than 15 miles; and that at no one time did they remain at anchor in the said islands, or in any port on the coast, for a longer space than twenty-four hours. They, however, admitted that, at the earnest solicitation of an inhabitant of the Tusket Islands, whose name was to them unknown, they did, for one night lend their nets to him, and that they received from him, on the following morning a few herrings. This occurred but once, and for the night only, they never having remained in the islands for two consecutive nights.

The master of the American fishing schooner "Magnolia," seized at the same time and place, deposed in substance to the same effect as the foregoing, except that they had not lent or parted with their nets. They deny most positively having fished or attempted to take or catch fish within 15 miles of the coast of this province during the present season. The Magnolia is of the burthen of 37 tons, or thereabouts, belongs to Vinalhaven, and was fitted out and cleared from that port on a fishing voyage into the Bay of Fundy; she sailed from that port on the 26th day of April last, and was twice in the Tusket Islands for shelter, and for wood and water, during the present season. The master's name is George Poole. The names of the seamen are William S. Combs, David Lane and Samuel Clarke, all residing at or near Vinalhaven, in the state of Maine.

The master of the schooner "Java" acknowledged that he and his crew had taken fish in the islands, and was aware that the fact of his having done so could be proved against him. He therefore declined to make any effort for relief. The "Java" was fitted for a fishing voyage into the Bay of Fundy, and belonged to Vinalhaven, and she was seized at the same time and place as were the other two vessels before mentioned. Isaac Burgess was master; the crew were George McFarlane, Charles J. Perkins, and Thomas McFarlane, all residing at or near Vinalhaven.

A few days subsequent, on the 31st day of May last, another application was made to me by James Turner, the master of the American fishing boat "Hart," of Deer Island, in the state of Maine, who deposed that this boat was fitted out on a fishing voyage into the Bay of Fundy about the last of April of the present year, that they had frequently been into the Tusket Islands to seek shelter, and to obtain wood and water, and once only they anchored in this port, having come hither for the purpose of hiring an additional

hand—they continued to fish until the 30th of May last, when being at anchor in the Tusket Islands, the vessel, cargo and papers were seized and taken possession of by the commander of the "Victory," who brought the vessel and cargo into this port, and obliged the master and crew to leave her. They state most positively, that they have not since their departure from the port of Vinalhaven, taken or caught fish of any kind or description, within 15 miles of the coast of Nova Scotia, or of any of the British coasts, nor did they at any one time remain in and among the said islands for a longer space of time than 24 hours: They state, however, that the master and Hiram Rich, one of the crew did receive from Benjamin Brown, the master of a British fishing vessel at anchor in the said islands, about two barrels of herrings given to them by Brown to recompense them for their services in assisting him for one night at his request in clearing his nets of herrings, and in salting and curing his fish. This took place during one night that they came into the island for wood and water. This statement is corroborated on oath by Hiram Rich and Albert Douglass, two of the crew of this boat, and by — Power, a resident of this place, the additional hand above mentioned, who deposed to the truth of the statement of the master and crew subsequent to the time of his engagement with them, before which time they had not proceeded to fish at all.

Benjamin Brown, a resident of Yarmouth, and a person of much respectability, deposes, that he first saw this vessel, the "Hart," in the Tusket Islands, on the first of May last, she having then but just arrived, as he believes, from Deer Island, and not having been in the islands before, during the present season. He further states, that afterwards, the boat frequently came into the islands at times when the state of the weather was such that the safety of the vessel and crew would have been endangered at sea, and at other times, as he believed, for wood and water, having frequently observed them proceed to the shore, and bring therefrom a supply of these necessities. He was, to the best of his belief, aware of the boat's arrival, whenever she came into the islands, her place of anchorage being close to his vessel, and he says that the boat never remained in the said islands at one time for a longer space than 24 hours. He usually witnessed the boat to get under weigh, and she always stood directly out to sea. He had frequent opportunities of observing the conduct of the master and crew of this boat, and he verily believes that no fish of any kind were taken by them, in or near to the said islands, subsequent to the 1st of May, the date of his arrival there, nor does he believe that he came there for the purpose of fishing or of setting nets, and that had they done so, he must have been aware of it, as the boat always anchored close to his vessel. He further stated that, at his request, the master of the boat and one of the crew named Rich, assisted him for one night in clearing his nets of herrings and in salting his fish, for which service he gave them two and a half barrels of herrings, and that he had seen the nets seized on board the boat, and that the meshes were too small to admit of the taking by them of any description of herring that had been on the coast during the present season.

These depositions I enclosed to John Morrow, Esquire, United States Consul at Halifax, for the purpose of using them to assist him in his endeavours to effect the release of the Magnolia, Java, and Hart, under the plea of their having been seized and detained on insufficient grounds.

The masters of these three last named vessels, by my advice, proceeded to Halifax, where they now are, awaiting the decision of the government officers there, whether they shall at once be released, or whether they will be obliged to contest the legality of the seizures in the court of Vice Admiralty at that place. I have received no information from thence, that can be depended upon, as to the probable issue of the exertions already made, and now making, in behalf of the owners and others interested in these vessels.

The affidavits which have been made to substantiate the legality of these seizures are, first, that of John McConnell, of this place, who deposes that he did see the crew of the "Java," between the 11th and 27th days of May last, in the Tusket Islands, put their nets into the boat belonging

to that vessel, and on the following morning he saw them return with a quantity of fish, which was repeated four or five times during the above mentioned period, and that the skipper of the "Java" acknowledged to him, that he had taken fish within the limits prohibited—for bait. He further states, that on Sunday, the 26th of May last, he saw on the deck of the "Java," then lying at the Tusket Island, a quantity of gurry, which the crew said was from about three quintal of fish, caught the day before, and that he saw the master and crew throw the same overboard, being then about two miles from Jebness Point, in Yarmouth.

2d—The same person, John McConnell further deposed, that he saw the "Magnolia," about two weeks previously, when at anchor in the islands, send her boats away in the evening with nets, and return again the next morning with fish, which also again took place for several successive days. He further stated, that the crew of the "Magnolia" did about the same time acknowledge that they were then taking fish among the Tusket Islands, and had before been doing the same.

3d—David McConnell, of Yarmouth, made oath that the skipper of the American schooner "Independence," acknowledged to him on the 26th day of May, that he had hired nets belonging to that schooner to the skipper of an English fishing vessel to be set by him on shares.

4th—Jonathan Baker of Yarmouth, deposed, that between the 11th and 18th days of May last, he saw the crew of the American schooner "Java," then at anchor in the Tusket Islands, put the nets out of the schooner into the boats in the evenings, of four different days, leave the vessel and return in the mornings with the nets and a quantity of herrings.

5th—Joseph Darby commander of the schooner Victory, deposed that he did see from the said schooner Victory, then lying in the Tusket Islands, the crew of the American fishing boat "Hart," cleaning fish on board of that vessel, and that the master of the "Hart" acknowledged to him that he did about a week previously procure from Benjamin Brown, two barrels of fresh herrings for bait.

The crew of the "Magnolia" positively deny the truth of the depositions made against them, and they say that their vessel must have been mistaken for some other. The crew of the "Independence" also deny having hired their nets, and it is probable that the acknowledgment sworn to as made by the master, has been misunderstood by the person to whom it was made, the real admission having been the lending the nets to an inhabitant of the Tusket Islands, as is mentioned in the depositions of the master and crew of the "Independence." I need not remark upon the insufficiency of the evidence upon which the seizures of the "Independence" and "Hart" have been made. It consists entirely of verbal acknowledgments, which may and usually are, misunderstood or misconstrued, and can seldom be correctly repeated; and, indeed, taking for granted that the admissions sworn to have been made by the masters of these vessels, I cannot understand that they amount to sufficient evidence to authorize a seizure.

I may observe that these vessels have all been fitted out on shares—that is, each man on board, in lieu of wages, receives a share of fish at the termination of the voyage. This circumstance may be of importance, as it may effect their decision in the Court of Vice Admiralty.

I have at present, at this Consulate, two destitute American seamen of the boat "Hart," James Rich and Albert Douglass, who, if not contrary to your instructions, I have to request that you will receive on board the cutter Hamilton, and land them at some convenient port in the United States.

The crews of the "Java," "Magnolia," and "Independence," were put by me on board of a British schooner, the master of which landed them at Castine, in the state of Maine. They were in a perfectly destitute condition, the provisions and stores of the vessels having been seized. I had therefore to provide for them while they remained in this place, and to find a passage to the United States.

I am, Sir, your obedient, humble servant,

HENRY GRANTHAM,

Consular Agent for the United States for the port of Yarmouth, (N. S.)

SILK—COTTON.

Extracts from a report of the committee on agriculture, on the growth and manufacture of silk, to the Assembly of New York, March 26, 1839. Mr. C. E. Clarke, Chairman.

"The committee are satisfied that the mulberry tree, the leaf of which furnishes the only good aliment for the silk worm, will flourish in most, if not all the counties of this state; that it will grow on a light and comparatively barren soil, and furnishes a better food for the worm, than when grown upon more fertile land.

The committee are also satisfied that the climate of this state is well adapted to the growth of the silk worm, and that the raw American silk is stronger, more glossy, and valuable, than any which is imported; that a nursery of trees may be raised from the seed or from cuttings, so that in three years the growth of silk may be successfully begun; that the weeding the young trees, the gathering of the leaves, the feeding and tending the silk worms, and the reeling and manufacture of silk, will furnish a healthy, and profitable employment for boys, when too young to be put to the more laborious department of farming or mechanic pursuits, for young women, and also for the aged and decrepid.

The committee further take leave to say, that the carding machine, the spinning jenny and power loom, and various other labor saving machinery, which this inventive age has created, have monopolized much of that work which the industrious hand of woman formerly performed, and that no adequate and equally pleasant and profitable employment has been substituted in its room.

The committee are of opinion that the introduction of the culture and manufacture of silk will furnish to this class more than an adequate return for the employment it has lost, and will enable every father, with a small piece of land, to provide a pleasant, tasty, and profitable employment, for his daughters at home."

"The committee would further report, that the people of the United States import annually, for home consumption, silks to the amount of *twenty millions of dollars*, by far the greater part of which might in a very few years be raised and manufactured at home, and no profitable labor be abstracted from its present direction, and our other productions very little diminished.

We are to a great extent an agricultural people, about eight-tenths of our whole population being devoted to rural pursuits; and still, all our exported agricultural productions, except tobacco and cotton, fail to pay one-half of the first cost of this single article of silk. Official returns show, that in the year 1834 all the beef, tallow, hides, butter, cheese, pork, lard, and domestic animals exported; all the flour, corn, wheat, and every species of seed and grain, and vegetables of every name, except cotton and tobacco, amounted to only \$10,673,136, and in 1837, to only \$9,526,834; less than one-half the amount which in those same years we paid for one single article of imported luxury. The fact is calculated to alarm, and should admonish us of past folly, and future duty.

The committee think it is not to be endured, that an agricultural people should import an article of luxury, still less of necessity, which its own soil can produce. That it is not to be endured, that the densely populated lands of India and Europe should grow the mulberry for America; or that the fair daughters of this western world should depend on French, Italian, or Indian industry and skill, for their useful and ornamental dresses; and if the committee were clothed with power, they would establish such a tariff on imported silks as would, in effect, say to the women of America, that they might wear silk when they wove it.

The committee have looked in vain for the wisdom and patriotism of that law, and the late construction thereof, worse, if possible, than the law itself, which admits not merely silks, but ready made clothing of silk texture, duty free. A law which admits the labor of the European operative, the human automaton, to compete on equal terms with the labor of the American citizen. This is not the way

to succeed with the culture of a tree of which we know little, and in a high branch of mechanic art, where we have little skill and still less experience. It costs more to feed, clothe, and educate one American citizen, than it does four of these foreign operatives; and therefore it is impossible for them to labour as cheap; and hence the difficulty of competing successfully in the manufacture of these things, the chief value of which consists in the labour bestowed upon them; and hence the necessity of a protective tariff; hence the continued strife, the never tiring ingenuity of the inventors of labour saving machinery.

The growing of cotton could hardly have become profitable, except for the invention of our countryman, Whitney. With the aid of the cotton gin, the cotton is cleaned of its seeds ten times easier than by the Hindo hand. A protective tariff and improved machinery, has enabled the American manufacturer of coarse cottons to successfully compete with the looms of England.

Our success in the growth and manufacture of cotton, encourages the belief that similar success will attend the growth and manufacture of silk; and a late invention of one of the members of this committee (Mr. Bergen) in the weaving of silk, it is thought, will effect more for the manufacture of silk, than the power loom has for cotton, and the committee hail this invention as a harbinger of success in the culture and manufacture of silk.

The history of the introduction of new plants, new animals, new sources of profitable industry, is nothing less than the history of the progress of civilization and refinement. The introduction of a single vegetable (the potato) from America into Europe, increased the capacity of the old world to sustain a population more dense by one-third, and banished forever the fear of famine. The introduction of the culture of cotton into the United States formed a new era in our history. The culture of this plant has saved the cotton growing states from poverty, and perhaps from ruin. This valuable plant was first used by the way of experiment, and a sample sent by the grower, Richard Leach, Esq. to Thomas Proctor, of Philadelphia, in the year 1788.

Previous to 1790, the United States had never exported a pound of cotton. In the celebrated report of Gen. Hamilton, then Secretary of the Treasury, in 1790, on the productions and resources of the United States, no mention is made of cotton.

Fifty years have not yet elapsed, and behold, cotton is the most valuable of all our vegetable productions. It is within the life of many of the members of this Assembly, that the first cotton seed germinated in America; we now export of cotton cloths, manufactured at home, the value of \$2,000,000 annually; we manufacture for home consumption, the value of \$45,000,000 annually; and we annually export of raw cotton the value of \$60,000,000. Thirty years ago, we sent annually to India about \$6,000,000 of specie, to purchase cotton cloths, and the cloths were twice as dear, notwithstanding the vast present expansion of our currency.

Such is the effect, such the vast result of the introduction of a single new plant; such the effect of well directed and properly protected domestic industry.

While admiring this most flattering result, we are encouraged in our hopes and confirmed in our opinion that the introduction and culture and manufacture of silk, will form an epoch as important as the introduction of cotton; and verily believe that forty years hence the benefits of its culture will be as sensibly felt, and perhaps of as great pecuniary moment, as the culture of cotton.

Ten of our sister states have thought it advisable to encourage the culture and manufacture of silk by legislative bounty, for a limited period; and the committee are of opinion, that if we hearken to the admonitions of experience, or are influenced by example, the Legislature will do the like."

The committee introduced a bill, (we have not learned whether it became a law,) offering a bounty of 20 cents for

every pound of cocoons, and 50 cents for every pound of reeled silk.—En.

It appears that the bounty paid by Massachusetts, on the culture of silk, has had the desired effect of increasing the product to a great extent. In 1836, a law was passed, authorizing a bounty to be paid, under the provisions of which; \$85 20 only were expended. On the first of March, 1839, \$397 99 had been paid for the year immediately preceding, thus showing an increase of more than four fold. There were paid to a single individual, \$159 38, and the whole amount of cocoons raised, was 760 pounds. The quantity reeled and thrown during the same time, was 822 pounds.

MAMMOTH MOUND AT GRAVE CREEK, VA.

This ancient mound, the largest ever discovered in America, has been tunnelled out for exhibition! From the advertisement of the proprietors, the Messrs. Tomlinson's, we copy an account of this mighty monument of an extinct race. It appears to gratify curiosity and "turn a penny," the Tomlinson's determined, as far as possible, to dissolve the mystery touching the contents and objects of the pile.

Accordingly, on the 19th March, 1838, they commenced excavating on the north wing, cutting an arched tunnel or entrance 10 feet high, 7 feet wide, and 111 in length, before they struck the mouth of the lower vault. This vault was found to be 7 feet high, and in length 8 by 12 feet, north and south. After commencing the tunnel, the first thing of any note that was discovered, was the appearance of charcoal, with fragments of burnt bones, continuing to the entrance of the vault. Within 14 feet of the mouth of the vault they struck the original entrance or passage, descending like the entrance of a cellar, supported, apparently, by timbers. Within this vault were found two skeletons—the first nearly perfect, not one tooth missing, supposed to have been placed erect, but had fallen near the wall, with the head south, and thereby preserved by the crumbling of sand over it. With this skeleton there were no beads or trinkets. On the opposite side lay the other skeleton, bones much broken to pieces. With this skeleton, many trinkets were found, to wit: 650 ivory beads, an ivory ornament of peculiar construction, found near the breast, about six inches in length, &c.

From the middle of the vault they proceeded to cut or excavate a rotunda, 11 feet in diameter through the middle to the top, a distance of 63 feet. After proceeding about half way, they struck another vault, 8 feet by 18 east and west. In this vault were found one skeleton and its trinkets, consisting of 1700 ivory beads, 500 sea shells, 150 pieces of isinglass, and 5 copper bands, worn round the wrist, weighing seventeen ounces; also, a small stone, about 2 inches in length and 1½ in width, with marks, resembling letters and figures, supposed to be the name, &c., with several other small trinkets.

The proprietors have been at great pains and expense in fitting up this mound. They have walled and arched with brick the avenue or tunnel, leaving 46 feet of the arch in its natural state, which is handsomely clouded, as if the original builders took great pains in arranging the soil, &c.

They have enlarged the lower vaults to 28 feet in diameter, 9 feet high, and running through the centre a circular wall, leaving 9 different departments for trinkets, &c. In one of these departments, the full skeleton is now fitted up erect, with not a tooth missing, near the spot in which it was found. The other two are placed in departments, each, with their trinkets, and the proprietors are determined to let no expense prevent them from adding to these as many natural, as well as artificial curiosities, as can be procured, so as to please the taste and fancy of the visitors.

The upper vault is now in its original build, and will remain so for inspection. The rotunda has been well walled with brick, and they contemplate, as soon as possible, running a flight of steps through it, as well as erecting on the top, a three story building, 40 feet in diameter, varying 8 feet each story, so as to leave a walk round the two first sto-

ries, and the steps leading from the lower vault to end on the floor of the third story. The mound to be paled in and handsomely ornamented with shrubs, flowers, &c.

The mound is situated about one-fourth of a mile from the Ohio river, 12 miles below Wheeling, and is surrounded by numerous entrenchments, with various other mounds of smaller dimensions.

The late Patroon, Stephen Van Rensselaer.

The following history of the family of the late Patroon from their first settlement in this country, with a description of the tenure of their estate, and the title attached thereto, is from a Discourse on the Life, Services, and Character of Stephen Van Rensselaer, delivered before the Albany Institute, April 15, 1839, by Daniel D. Barnard:

"The title, as is well known to you, by which he was usually addressed and spoken of amongst us, was that of Patroon. This title was derived, evidently, from the Civil Law, and the institutions of Rome. In the time of the Roman Republic, the Latin *Patroons* was used to denote a Patrician, who had certain of the people under his immediate protection, and for whose interests he provided by his authority and influence. At a later period, and after the power of Rome had been greatly extended by her conquests, individuals and families of the noble order, became Patroons of whole cities and provinces, and this protective authority, with large and extensive legal and political rights and powers, in some instances descended by inheritance. The family of the Claudii was vested with this patronage over the Lacedemonians; and that of the Marcellii over the Syracusans. It was partly from this source, it may well be supposed, that the Dutch, who had adopted the Civil Law, derived the idea of governing a remote territory, not easily to be reached by the Central Authorities, by committing it to the ample jurisdiction of a Patroon.* This title was not applied in Holland, so far as I know, to any order in the state there, nor was it employed in, or by, any other of the countries of Europe. It was not a title of personal nobility, as that term is understood in Europe since the time when monarchs assumed the right of conferring these distinctions by creation or patent. It belonged exclusively to the proprietors of large estates in lands, occupied by a tenantry, and like the title of Seigneur, which the French bestowed with the Seignories, or large territorial estates and jurisdictions in Lower Canada, on the first colonization of that country, it was deemed especially proper for transatlantic use. Yet it had attached to it, in connexion with proprietorship, the usual incidents and privileges of the old feudal Lordship, in direct imitation of which, both title and estate, with their jurisdictions, were instituted. It may be added as worth remarking, that, in the case before us, this title has run on, and been regularly transmitted, with the blood of the first Patroon, down to our day, though it is now a century and three quarters since the inheritance ceased to be a Dutch Colony, to which alone the title properly attached, and became, by Royal authority, after a foreign conquest, an English Manorial possession; and though, in later time, a revolution has intervened by which the estate was fully shorn of its Manorial character and attributes, leaving to the proprietor, now for the last fifty years, to hold his property merely by the same simple tenure and ownership with which every freeholder in the country is invested.

Mr. Van Rensselaer was the fifth only in the direct line of descent from the original proprietor and Patroon of the Colony of Rensselaerwyck. This person, the founder of the Colony, was a man of substance and character. He was a merchant of Amsterdam, in Holland, wealthy, and of high consideration in his class, at a time when the merchants of Holland had become, in effect, like those of Italy, the princes of the land. He was that Killian Van Rensselaer referred to in our recent histories as having had a principal

share in the first attempts made by the Dutch towards colonization in America.

I think this occasion would have been held to justify a more particular reference to the part which this ancestor of the late Mr. Van Rensselaer had in the American colonization, and especially at the important point where we are now assembled; and that it would not have been out of place to have introduced the personal memoirs of the latter, by a portion at least of that curious and neglected history which attaches to the colony and manor of Rensselaerwyck—that identical landed estate and inheritance, which, nearly in its original integrity, though stripped of its accessories, we have seen held and enjoyed in our time by a lineal descendant of the first proprietor. But the unavoidable length to which the brief outlines of that history runs—though fully prepared after the labour of considerable research—has compelled me, reluctantly I confess, to lay it entirely aside. I must needs content myself now with some very general facts and observations in this connexion.

Killian Van Rensselaer—to whom I just now referred—was a large proprietor, and a Director in the Amsterdam branch of the Dutch West India Company. This company was incorporated in 1621, and was composed of an associate band of merchant warriors and chiefs, with a chartered domain, and jurisdiction as well for conquests as for trade and colonization, extending in Africa from Cancer to the Cape, and in America, from the extreme south to the frozen regions of the north, and with the right to visit and fight in every sea where their own or a national enemy could be found. Ample powers of government also attended them everywhere. After they had obtained a footing in this country, a College of nine Commissioners was instituted to take the superior direction and charge of the affairs of New Netherland. Killian Van Rensselaer was a member of this College. This was in 1629. The same year, a liberal charter of privileges to Patroons and others was obtained from the Company. Colonization by the Dutch had its origin and foundation in this extraordinary instrument. The same instrument provided also for founding a landed and baronial aristocracy for the Provinces of the Dutch in the new world. Early in the next year, with the design of establishing his colony under the charter, Van Rensselaer sent out an agency, when his first purchase of land was made of the Indian owners, and sanctioned by the authorities of the company at New Amsterdam. Other purchases were made for him in subsequent years until 1637, when his full complement of territory having been made up—nearly identical with the manor of our day, and forming, as subsequently defined, a tract of about twenty-four miles in breadth by forty-eight in length—Killian Van Rensselaer himself came to take charge of his colony. Many of his colonists were already here, and others were sent out to him, all at his own cost. The full complement for his colony required by the charter, was one hundred and fifty adult souls, to be planted within four years from the completion of his purchases.

The power of the Patroon of that day was analogous to that of the old feudal Barons; acknowledging the government at New Amsterdam, and the States General, as his superiors. He maintained a high military and judicial authority within his territorial limits. He had his own fortresses, planted with his own cannon, manned with his own soldiers, with his own flag waving over them. The courts of the Colony were his own courts, where the gravest questions and the highest crimes were cognizable; but with appeals in the more important cases. Justice was administered in his own name. The colonists were his immediate subjects, and took the oath of fealty and allegiance to him.

The position of the Colony was one of extreme delicacy and danger. It was situated in the midst of warlike and conquering tribes of savages, which, once angered and aroused, were likely to give the proprietors as much to do in the way of defence, and in the conduct of hostile forays, as were used to fall to the lot of those bold Barons of the Middle Ages, whose castles and domains were perpetually surrounded and besieged by their hereditary and plundering enemies. Happily, however, the Patroons of the period, and their directors or governors of the Colony, by a strict observance of the

* I have seen the "*Jus Patronatus*" of the Roman Law expressly referred to, in an official manuscript of the Dutch Authorities themselves, as the foundation of the powers and jurisdiction committed to the Patroons of New Netherland.

laws of justice, and by maintaining a cautious and guarded conduct in all things towards their immediate neighbours, escaped—but not without occasions of great excitement and alarm—those desolating wars and conflicts which were so common elsewhere among the infant Colonies of the country.

While, however, they maintained, for the most part, peaceable relations with the Indian tribes around them, they were almost constantly in collision, on one subject or another, with the authorities at New Amsterdam, and those in Holland. The boundaries of rights and privileges between them and their feudal superiors, were illy defined, and subjects of disagreement and dispute were perpetually arising. Here, at this point, was the chief mart of trade, at the time, in the Province; and this trade fell naturally into the hands of the proprietors of the colony. Not a little heartburning and jealousy, on the part of the company, was excited on that account, especially when the director of the colony was found to have set up his claim to “staple-right,” amounting to a demand of sovereign control over the proper trade of the colony against all the world, the company, alone excepted, and had made formidable preparations to enforce his right by the establishment of an island fortress, planted with cannon, and frowning over the channel and highway of the river. The little village of Beverwyck, too, clustering under the guns of Fort Orange—the germ of the city of Albany—became debateable ground. The soil belonged to the Colony, and was occupied with the proper colonists and subjects of the Patroon. The Company thought fit to assert a claim to as much ground as would be covered by the sweep of their guns at the fort. This was of course resisted on one side, and attempted to be enforced on the other; and so sharp did this controversy become, and so important was it deemed, that Gov. Stuyvesant, on one occasion, sent up from Fort Amsterdam, an armed expedition, to invade the disputed territory, and aid the military force at Fort Orange in supporting the pretensions of the Company—an expedition wholly unsuccessful at the time, and happily too as bloodless as it was bootless. But I cannot pursue this singular history in this place.

In 1664, the English conquest of the Province took place. The colony of Rensselaerswyck fell with it. Jeremiah Van Rensselaer, the second son of Killian, was then in possession. He died in possession in 1674. The line of the eldest son of Killian, the original proprietor, became extinct; and in 1704, a charter from Queen Anne confirmed the estate to Killian, the eldest son of Jeremiah Van Rensselaer. The subject of our present memoir was the third son in the direct line of descent, in the order of primogeniture, through the second son of this Killian Van Rensselaer—the second son having died without issue. The estate came to him by inheritance, according to the canons of descent established by the law of England. It never passed, at any time, from one proprietor to another by will, nor was it ever entailed.

By a royal charter of 1685, the Dutch Colony of Rensselaerswyck had been erected into a regular lordship or manor, with all the privileges and incidents belonging to an English estate, and jurisdiction of a manorial kind. To the lord of the manor was expressly given authority to administer justice within his domain in both kinds, in his own court-leet and court-baron, to be held by himself or by his appointed steward. Other large privileges were conferred on him; and he had the right, with the freeholders and inhabitants of the manor, to a separate representation in the Colonial Assembly. All these rights continued unimpaired down to the Revolution.

For eighty-four years immediately preceding the Revolution, the manor was never without its representative in the assembly of the province—always either the proprietor himself, or some member, or near relative, or friend of the family. Nearly the whole of the entire period was filled up with a series of hot political controversies between the assemblies and the Royal Governors. I have looked into the records of these contests, and I have not found an instance from the earliest time, in which the proprietor or representative of the manor was not found on the side of popular liberty. The

last of the representatives was the stern Patriot and Whig, Gen. Abraham Ten Broeck. He was the uncle of the late Mr. Van Rensselaer, the last of the manorial proprietors, and his guardian in his non-age, and had a right, therefore, to speak and act in the name of his ward. His official efforts, though often in a minority in the assembly, were untiring to bring the province of New York into a hearty co-operation with her sister colonies in their movements towards Revolution.

This brief reference to the connexion of the manor, and of the family whose possession and estate it was, with the political history of the period preceding the Revolution, may serve not only to do justice to the parties concerned, and thence incidentally to vindicate, if there were need of it, the conduct of the Dutch inhabitants of this province with reference to the progress of free principles—but also to show that great as the change certainly was in the personal fortunes and prospects of the late Mr. Van Rensselaer, between his birth and his majority, yet, in truth, that change was neither sudden nor violent; that it was altogether easy and natural; that the way had already been prepared; and that, though born as he was to hereditary honours and aristocratic rank, he yet, while still a youth, was carried, by the strong current of the times, over the boundary—to him, at the period, but little more than an imaginary line—between two very opposite political systems, and found himself, at his prime of manhood, and when called to take his own part in the active scenes of life, not only a contented, but a glad and rejoicing subject and citizen of a free Republic. With the history of the past before him; in possession of an estate which connected him nearly with feudal times and a feudal ancestry, and which constituted himself, in his boyhood, a baronial proprietor, instead of what he now was—the mere fee-simple owner of acres, with just such political rights and privileges as belonged to his own freehold tenantry, and no other—it would not, perhaps, have been very strange, if he had sometimes turned his regards backwards, to contemplate the fancied charms of a life sweetened with the use of inherited power, and gilded with baronial honours. Nothing, however, I feel warranted in saying, was ever farther from his contemplations. He had no regrets for the past. He was satisfied with his own position; and though the Revolution, in giving his country independence, had stript him of power and personal advantages, yet as it had raised a whole nation of men to the condition and dignity of freemen, and so to a political equality with himself, it was an event which, to a mind attuned as his always was to a liberal and enlightened philanthropy, was only to be thought of with the strongest approbation and pleasure.”

Important to Owners of Vessels.

Lisdon, the 11th of April, 1839.

Article 1. All foreign ships entering the ports of this kingdom in ballast, and loading a full cargo of salt, shall be free from the tonnage duty. Sec.—Foreign ships entering any of the ports of this kingdom in ballast, and sailing out again to take a full cargo of salt at another of our ports, are equally free from the tonnage duty.

Article 2. All foreign vessels entering the ports of this kingdom under Frangua, in order to complete their cargoes with salt, shall pay the duty of 100 reis per ton.

Article 3. All foreign vessels entering the ports of this kingdom to discharge cargoes of merchandise, and here load a full cargo of salt, shall pay the duty of 100 reis per ton.

Article 4. All foreign vessels which (having paid the duty in one of the ports of this kingdom) sailed in ballast to another port of the kingdom, in order there to take full cargo of salt, are entitled to receive back the duty paid in the first port, with the deduction merely of 100 reis per ton, on presenting to the competent authority of a legal certificate of said payment.

Article 5. The disposition of the article 7th of the Royal Decree of the 14th of November, 1836, relative to the payment of tonnage duty on Portuguese vessels, are applicable to the articles 2, 3, and 4 of the actual law.

Article 6. All former legislation contrary to the present law, is hereby revoked.

From the Globe.
Newspapers, Magazines & Periodicals

Published in the United States.

The following information is from returns made to the Post Office Department, and has been politely handed to us for publication.

Maine, - - - - -	41
New Hampshire - - - - -	26
Vermont - - - - -	31
Massachusetts (at Boston 65) - - - - -	124
Rhode Island - - - - -	14
Connecticut - - - - -	31
New York, (at New York city, 71) - - - - -	274
New Jersey - - - - -	39
Maryland (at Baltimore, 20) - - - - -	48
Pennsylvania (at Philadelphia, 71) - - - - -	253
Delaware - - - - -	3
District of Columbia, (at Washington 11) - - - - -	16
Virginia, (at Richmond 10) - - - - -	52
North Carolina - - - - -	30
South Carolina - - - - -	20
Georgia - - - - -	33
Florida Territory - - - - -	9
Alabama - - - - -	34
Mississippi - - - - -	36
Louisiana, (at New Orleans, 10) - - - - -	26
Arkansas - - - - -	4
Tennessee - - - - -	50
Kentucky - - - - -	31
Ohio, (at Cincinnati, 27) - - - - -	164
Michigan - - - - -	31
Wisconsin Territory - - - - -	5
Iowa Territory - - - - -	3
Indiana - - - - -	69
Illinois - - - - -	33
Missouri - - - - -	25

1,555

Of the above, 116 are published daily, 14 tri-weekly, 30 semi-weekly, and 991 once a week. The remainder are issued semi-monthly, monthly, and quarterly, principally magazines and reviews. Many of the daily papers also issue tri-weeklies, semi-weeklies, and weeklies. Thirty-eight are in the German language, four in the French, and one in the Spanish. Several of the New Orleans papers are printed in French and Spanish.

COMMERCE OF THE UNITED STATES.

According to the custom house returns to the Treasury Department, recently published, the total value of imports during the year ending September 30th, 1838, was \$113,717,404, being twenty-seven millions less than during the year 1837, and seventy-nine millions less than during the year 1836, the year of the great expansion that preceded the suspension of specie payments.

The falling off in the exports has not been so great.—The total value of exports of every description from the United States, during the last year, was \$108,486,616, being nine millions less than in 1837, and twenty millions less than in 1836. The value of the exports of domestic produce in 1838, was \$96,033,816, in 1837, \$95,564,414, and in 1836, \$106,916,680.

Comparing the years 1838, and 1836, we find that the chief falling off in imports was in the following articles:—

	1836	1838
Cotton goods, - - - - -	\$17,876,087	\$6,599,330
Woollen goods, - - - - -	12,758,430	6,967,530
Silk goods, - - - - -	22,862,177	9,812,338
Linen, - - - - -	8,271,213	3,583,540
Iron and steel, - - - - -	12,892,648	7,418,504
Sugar, - - - - -	12,514,718	7,536,826
Teas, - - - - -	5,842,811	3,497,156
Wines, - - - - -	4,532,084	2,318,202

This table exhibits, in a striking light, the effects which

expansions and contractions of the currency have on the import trade.

One article, molasses, seems not to have been affected by the changes in the currency. The value of that imported in 1836, was \$4,077,312, and in 1838, 3,865,285.

In the import of another article, viz. coffee, there was, relatively speaking, but a small falling off. The total value, in 1836, was \$9,653,053, and in 1838, \$7,640,317.

Salt is the only commodity, or at least the only commodity of any importance, the import of which increased. In 1836, the total value was \$724,527; in 1838, it was \$1,028,418.

In the exports, the chief falling off was in cotton, tobacco, and rice. In some articles of export, there was an increase, as will be seen by inspecting the following table:

	1836	1838
Cotton, - - - - -	\$71,284,925	\$61,556,811
Tobacco, - - - - -	10,058,640	7,392,029
Rice, - - - - -	2,548,750	1,721,819
Flour, - - - - -	3,572,599	3,603,299
Fish, - - - - -	967,890	818,003
Furs, - - - - -	653,662	636,945
Lumber, - - - - -	2,860,691	3,116,196
Manufactures, - - - - -	6,107,628	8,397,078

The export of cotton goods of domestic manufacture, in 1838, was 3,758,755, against \$2,831,473, in 1837, and 2,255,734, in 1836. The chief exports of domestic cottons, in 1838, were to the following countries:

China, - - - - -	\$532,097
British East Indies, - - - - -	140,762
Dutch East Indies, - - - - -	122,350
Manilla, - - - - -	72,631
Peru, - - - - -	97,213
Chili, - - - - -	640,831
Argentine Republic, - - - - -	104,254
Brazil, - - - - -	538,416
Mexico, - - - - -	507,330
Cuba, - - - - -	167,721
Cape de Verd Islands, - - - - -	66,555
Turkey, Levant, etc. - - - - -	111,937

The following table exhibits the relative importance of our trade during the year 1838, with the following countries:

	Imports from	Exports to
Great Britain and dependencies, - - - - -	\$49,051,181	\$58,843,392
France and dependencies, - - - - -	18,087,149	16,252,413
Spain and dependencies, - - - - -	15,971,804	7,584,808
Netherlands and dependencies, - - - - -	2,436,166	3,772,306
China, - - - - -	4,764,536	1,698,433
Mexico, - - - - -	3,500,769	2,164,007
Texas, - - - - -	165,718	1,247,880

With the same countries, (omitting Texas,) our trade was as follows, in 1836:

	Imports from	Exports to
Great Britain and dependencies, - - - - -	\$86,022,915	\$64,487,550
France and do. - - - - -	37,036,235	31,441,200
Spain and do. - - - - -	19,345,890	8,081,668
Netherlands and do. - - - - -	3,861,514	4,709,157
China, - - - - -	7,324,816	1,194,264
Mexico, - - - - -	5,615,819	6,041,635

In 1838, our imports from Great Britain were nearly thirty-seven millions less than in 1836, and from France, nineteen millions.

In 1836, the commercial balance was, as exhibited by the custom house books, nearly twenty-two millions in favour of Great Britain. In 1838, the balance is nearly ten millions in favour of the United States.

In 1836, the balance in favour of France was nearly sixteen millions. In 1838, it was less than two millions.

The following exhibits the total value of the imports and exports of the states, which were most deeply engaged in the foreign trade during the year 1838:

	Imports into	Exports from
Massachusetts, - - - - -	\$15,300,925	\$9,104,862
New York, - - - - -	68,453,206	23,008,471
Pennsylvania, - - - - -	9,360,731	8,477,151

	Imports into	Exports from
Maryland, - - -	5,701,869	4,524,575
Virginia, - - -	577,142	3,986,228
South Carolina, - - -	2,318,791	11,042,070
Georgia, - - -	776,068	8,803,839
Alabama, - - -	524,548	9,688,244
Louisiana, - - -	9,496,808	39,502,218

In that ever memorable year, 1836, the foreign trade of these states was as follows:

	Imports into	Exports from
Massachusetts, - - -	\$23,681,462	\$10,380,346
New York, - - -	118,253,416	28,920,638
Pennsylvania, - - -	15,068,233	3,971,553
Maryland, - - -	7,181,867	3,675,476
Virginia, - - -	1,106,814	6,192,040
South Carolina, - - -	2,801,361	13,684,376
Georgia, - - -	573,222	10,722,300
Alabama, - - -	651,618	11,184,166
Louisiana, - - -	15,117,649	37,179,828

The various facts here stated, abound in instruction to both the merchant and the statesman, but we have no time to make comments.

EXPORTS OF COTTON.

Export from the United States, since October last, - - -	943,772 bales.
Same time last year, - - -	1,413,567
Same time year before, - - -	1,022,212

ITEMS.

From the Portsmouth Chronicle.

Great Hail Storm.—We learn by a letter dated July 6, that a violent Hail storm occurred on the evening of the 4th, in the vicinity of McClenny's Depot, Nansemond county, which did immense damage to the crops of Col. H. H. Kelly, Messrs. John and Joshua Simons, and James M. McClenny, which, in the opinion of the writer, are totally ruined. Speaking of the corn, the writer says, "There is not, as far as I have been able to discover, on one of the farms named, a single whole blade left on the stalks." The peas, which were promising, were literally beaten into the earth, and are not expected to recover again.

At the time of writing, the hail laid two feet deep in a neighbouring branch, where it had been washed by the violence of the storm, carrying every thing with it from the surface of the earth. We are glad to learn that the storm was limited in its extent, not reaching more than a mile in length.

Improved Light for Light-houses.—Since the 1st of April, the lamps which are used in the lantern of the Boston Light-house, have been filled with other material than oil. We understand, that a gentleman of this city, has discovered a mode of manufacturing a combustible liquid, which will burn more brilliantly than oil—and which emits no smoke or gas—and of course, whenever it is used, there is no necessity to clean the glasses—and the light will be as brilliant at four o'clock in the morning, as at eight o'clock in the evening. We learn that he has made a proposal to government, to furnish material for lighting-up all the light-houses on our coast with a brighter and more uniform light, than is the case at present, and at an expense, certainly not exceeding what is now paid for oil. The experiment is now being tried on the Boston Light-house—and thus far it succeeds admirably—and promises to equal in excellence, all that is claimed by the inventor. It is not likely, however, that any change will take place along our coast, until the experiment is fully and fairly tested.—*Boston Mercantile Journal.*

The Oldest Living Member of the Legislature.—The Rochester Democrat says, that Gen. Vincent Matthews, of that city, is the oldest member of the legislature now living. He was elected from the county of Washington, in 1793, and took his seat in 1794. The general is the oldest practicing lawyer west of Albany, if not in the state.

Banks in France.—We are indebted to a friend for the following statement of the situation of the incorporated banks in France, at the close of 1888; none others are permitted to issue notes payable on demand, and to bearer. Five hundred francs is the lowest denomination of notes allowed to be issued.

	Discounts.	Cash in hand.	Notes in circulation.
	France.	France.	
Bk. of France, 801,000,000	117,000,000	210,000,000	
O. at Rheims, 23,354,000	3,160,000	969,000	
St. Etienne, 25,803,000	3,412,000	404,000	
St. Quentin, 17,038,000	3,412,000	298,000	
Montpelier, 16,849,000	4,418,000	261,000	
Bk. of Bordeaux, 126,722,000	8,140,000	12,755,000	
Lyon, 63,900,000	6,990,000	8,288,000	
Marseilles, 52,455,000	3,400,000	5,873,500	
Rouen, 44,678,000	7,303,000	5,483,000	
Nantes, 29,043,000	3,222,000	2,448,000	
Havre, 23,285,000	3,036,000	785,500	
Lille, 17,652,000	2,517,000	1,408,500	
France, 1,235,777,000	165,325,000	248,968,500	

The Treaty of Commerce, as concluded between Holland and the United States, dated at Washington, late in January last, and since ratified by the Dutch Government, embraces the following provisions:

That all goods, without reference to their origin, imported into any ports of Holland or the United States, or exported from any of the ports of these countries for the other, in Dutch or American bottoms, shall not pay higher duties than those fixed on board of national vessels. If one of the two contracting parties grant premiums, restoration of duties, or other advantages, for the importation or exportation in national vessels, the same advantages shall be granted, if the importation or exportation takes place directly between the ports of the two contracting parties. The second article provides, that Dutch and American vessels are not to pay respectively in the ports of either of the two States, any tonnage, salvage, quarantine, or pilot dues, except those established for national vessels.

Perfect equality is to be established between the Consuls and Vice Consuls of both countries, in the exercise of rights and privileges, and the protection and assistance usually given, especially in the case of deserters from the navy of both countries.

Both countries consider as belonging to the other, vessels provided with passports, or sea letters, by the competent authorities.

In shipwrecks, or disasters at sea, both parties engage to afford to the merchant, or war vessels of the other, the same assistance as in the case of its own navy.

The new treaty is to remain in force for ten years, and longer should no complaints be made.

New Orleans, June 28.

Valuable Cargo.—The ship *Rialto* cleared at this port for London on Wednesday last, having on board six hundred and fifty-nine hogsheads of tobacco, worth here one hundred and ninety-seven thousand seven hundred dollars. This is considerably the most valuable cargo that has been shipped this season.

Commerce in Boston.—There arrived at Boston during the month of June, 12 ships, 14 barques, 96 brigs, 437 schooners, and 29 sloops. The clearances from that port during the month, were 18 ships, 12 barques, 85 brigs, 260 schooners, and 17 sloops.

Growth of Providence.—Upwards of two hundred dwelling houses are now in process of erection in the city of Providence. Of these, it is estimated that at least one hundred and twenty-five may be placed to the credit of the steam factories.

Mills.—Fifteen new counties were established at the late session of the legislature of this state, to which the following names were given: Marshall, Brown, Du Page, Menard, Logan, Dane, Williamson, Scott, Carroll, Lee, Dewit, Jersey, Lake, Stark, and Hardin.

A Lighthouse lighted by Gas.—A Buffalo paper, speaking of the Light-house at Portland, Chautaque county, says, "that it is lighted by natural gas. The gas escapes from fissures in the rocks, a short distance from the shore. Over one of these fissures, through which the greatest stream escapes, a rude reservoir has been erected, from which the gas is conveyed by pipes to the lantern of the light-house. The supply never fails, and the brilliancy of the light is said to surpass any other on the lake, equalling, in fact, the best carburetted hydrogen of our cities. It has long been known that similar gas springs, as they are called, exist in the neighbourhood of Fredonia, a few miles from Barcelona, and that the supply obtained from them, has been used for lighting that flourishing village; but few have any knowledge of the fact above mentioned."

In Illinois, it is proposed to cultivate the sun-flower. It is said that more of the seed can be produced on an acre, than of corn, and twenty-five cents a bushel are paid for it, to make oil of. The cake, after the oil is pressed out, is good for cattle, and the stalks, in the broad prairies, make quite tolerable fuel.

Trade of the Dismal Swamp Canal.—Passed the South Locks of the Dismal Swamp Canal in the month of June, 1839:

Inwards, 76 Schooners,
1 Sloop,
14 Lighters.

Outwards, 78 Schooners,
18 Lighters,
1 Boat.

It is stated in the report of the Wharf Master at Pittsburgh, that from the commencement of the navigation on the 13th of January, 1839, to the 1st of July, "the number of steamboat arrivals were 993—departure 988. This includes the daily line to Wellsville and Beaver, on the Ohio, and to Brownsville on the Monongahela; but not the arrivals and departures of the four boats that ply on the Allegheny. Among the departures were twenty-six new boats, being full one boat for each week since navigation commenced."

Jewelry.—Scarcely any branch of manufacture has advanced more rapidly and steadily in this country, during the last twenty years, than that of articles of jewelry. In 1820, it might be said with almost literal truth, nothing of the kind was manufactured in the United States. But now, much the larger part of all the more rich and solid articles are made in this country. There are very good and extensive assortments in the stores, where not a single specimen of foreign jewelry is to be found. Articles of English manufacture are entirely superseded by the superior skill and taste of our workmen; but there are some sorts of work done by the French jewellers which cannot be equalled here. Those are, all the mock and counterfeit articles, which make the show of solid gold, with an incredibly small quantity of the precious substance. The English and American workmen excel in the more rich and solid fabrics, while the French excel in the more specious and fragile commodities.

Heavy Fleeces—Profitable Sheep.—Henry Hubbard and R. H. Walker, of Whiting, have sheared from two bucks, this season, 23½ pounds of wool, it being only one year's growth, well washed, dry, and fit for market. One sheared 12½ pounds, the other 10½.—*Brandon Vt. Telegraph.*

Chicago.—The Beaubien reservation, otherwise Fort Dearborn reservation, in the heart of Chicago, which has lately been adjudged as belonging to the Government of the United States, was sold by auction in June. The property contained fifty-nine acres, laid out in town lots. The sale lasted two weeks, and the amount of purchases about \$80,000. In 1836, the tract was valued at a million of dollars. The water lots, measuring about forty-eight feet on the river, by eighty to one hundred deep, sold at \$2,000 up to \$4,150 each. The inner lots ranged from \$200 to \$1000. The cash was all paid on the spot.

Ship Queen Adelaide, capt. Barstow, lying at Spruce street wharf, was struck with lightning last night, which took the truck off the main sky-sail mast, shivered the sky-sail mast, and ran down the royal mast and down the top-gallant mast and cut the top-gallant rigging, and did some damage to the main topmast cross trees.—*Ex. Books, July 12.*

Wire Tiller Ropes.—The Wheeling Times says, it has entirely failed on the Western rivers thus far. The wire will not stand the strain upon it when bent, and that bend constantly shifting.

Died at Charleston, South Carolina, on the 17th June, Mr. STEPHEN THOMAS, in the 89th year of his age. Mr. T. was born in the village of Eymet, department La Dordogne, France, on the 19th of August, A. D. 1750, and fled with an elder maiden sister to London, in 1764, to join the Rev. Mr. Gilbert, who, with his congregation had also been compelled to seek an asylum from the persecution which they endured in their native land. This congregation of exiles consisted of nearly one hundred individuals: and by a kind Providence, they arrived here in safety on the 12th of April, 1764, where the subject of this notice has ever since resided. At an early period of the Revolutionary struggle, Mr. T. returned to his native country on business, where he suffered a painful detention from his family for about three years. On his return he was captured by the British fleet in the Chesapeake, where he remained some time a prisoner. At length, being exchanged, he returned to Charleston, and immediately joined the troops in defence of his adopted country: was at the battle of Fort Moultrie, and afterwards with General Marion to the close of the war.

A part of our plan is to furnish original or selected essays on subjects connected with commerce and statistics. In the present number will be found an essay upon "Uniformity in Commercial Law," which the writer has shown to be a subject of more importance, than has usually been assigned to it. We have also received an essay on Usury, read before the law academy at a recent meeting, which shall find a place in the next number. Communications from our mercantile and other friends, on subjects within the scope of our plan are respectfully invited.

Editors of newspapers to whom the present number is forwarded, will please to consider it as inviting an exchange with them for their papers. With some in every state we desire to exchange. Our means, not inclination, must limit the extent to which we can carry it. When the price of a daily paper exceeds the price of our own, the tri-weekly paper, being in cities generally equivalent, may be sent us.

Desirous of rendering our work a repository of information relating to all the States, especially on matters of a public character, and wishing it in all cases as far as practicable to be referred to with confidence in its correctness; the Secretaries of state will confer a favour by transmitting to the editor (free of charge,) copies of all public documents when published, for the respective legislatures—as will also officers of public institutions, by sending their reports, &c., and they will either be inserted entire, or in a condensed form so as to exhibit the prominent features.

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No. 5.

We have been favoured with the following Address, delivered on the 30th of January, 1839, before the Law Academy of Philadelphia, by WILLIAM A. STOKES, Esq.—The subject, *Usury*, is one which has often employed able pens, and very different opinions have been entertained upon it. The question, as to the expediency of confining compensation for money, under all circumstances, to a specific rate, or indeed making it the subject of legislative enactment at all, appears to be very far from decided.

Public attention, we understand, will probably be directed to this matter next winter. In the mean time, it may be well to hear the arguments on each side of the question—and although we do not desire a protracted controversy on the subject, we have no objection to insert brief and temperate statements from those who entertain different views—as, by such discussions, when properly conducted, light is often elicited.

AN ESSAY ON USURY.

BY WILLIAM A. STOKES.

All human things are progressive. The march of mind is ever onward. Truth every way shines with a brighter lustre, as it becomes disencumbered of the doubts and misconceptions, the errors and difficulties, which the frailties of short-sighted humanity throw around it.

Nowhere is this more beautifully and completely, and at the same time more beneficially exhibited than in the progress and tendencies of that science, the application and advancement of which is our common object.

Law—"a rule of action,"* is coeval and co-extensive with reason. Wherever reason is found, whether in the savage who roams through his native wilds, in the simplicity and ignorance of uncultivated nature, or in the scholar, whom study has given a wisdom which is chastened by philosophy—in all men, we clearly discern the existence and operation of a *rule of action*—a mode of obtaining the objects of their desires, and of regulating those desires, which is the inception of *Law*.

To trace the development of this *child of reason*, from the puerile weakness of infancy to the vigor and strength of manhood, is at once curious and instructive. I may add, to the lawyer—*essential*. For what knows that physician of disease who examines only the mature and healthy subject? He who only knows what the law is, understands but half his profession.

The limits of an essay, forbid my touching upon more than one of the many branches of the law, which prove, and at the same time illustrate the truth of these remarks. And I have chosen one, which although far more rationally viewed than in by-gone times, is still, as I conceive, by no means governed by those universally admitted and well established rules of justice and policy, that perfect and wonderful union of abstract reason with expediency and facility of application, which is the boast and glory of the common law.

*The taking of money for the use of money,** which is perhaps the most comprehensive definition of the term *USURY*. The gain of any thing by contract above the principal, or that which was lent, exacted in consideration of loan thereof, whether it be of money or of any other thing,† is the subject which I propose to consider.

We must bear in mind that a change has, within a few years, taken place in the signification of the term *Usury*. Formerly understood to mean the taking of any gain whatever, for the use of money, it now signifies merely the exactions of a rate of interest higher than that allowed by law. The former was the universal meaning certainly as late as the time of Elizabeth.‡

On this, as on many other subjects, the Bible is our oldest source of information. From the sacred text we learnt, that the Jews were forbidden, by the law of Moses, to take any interest whatever from the people of their own nation. "Thou shalt not lend upon usury to a brother; usury of money, usury of victuals, usury upon any thing that is lent upon usury."§ It seems, however, that they were allowed to receive such gain from strangers. "Unto a stranger thou mayest lend upon usury."¶ Against the violators of the command, forbidding the taking of hire for money, the most terrible punishment was denounced. "Hath he given forth upon usury, and hath he taken increase, and shall he live? He shall not live. He hath done all these enormities, he shall surely die: his blood shall be upon him."

Of the history of interest among the elder nations of antiquity, the empires of Syria and Babylon, and of the Medes and Persians, we have, I believe, no information. As the people of these nations consisted of two great classes, *masters*, namely, who were too rich, and *slaves* who were too poor, to borrow money, it seems most probable, that the lending of it for hire was unknown among them. Confidence is necessary to commerce. Commerce by its gains creates a demand for money by making it available as a productive agent, but confidence cannot exist between men vastly distant from each other in the grade of their social state, and in the amount and character of their political powers. THE GENIUS OF LIBERTY IS THE GENIUS OF COMMERCE.

In Greece where the sun of Liberty first arose, though with a light but faint and glimmering, several states were distinguished for their commercial enterprise. Of Carthage, commerce was the chief object and peculiar characteristic. Her power, her conquests, her credit and her glory, flowed chiefly from her trade.¶ To this she owed her empire of the sea, and that exalted pitch of power which enabled her to maintain a bloody and doubtful war of more than forty years duration against Rome herself. Carthage was the Great Britain of antiquity, and, doubtless, the demands of her merchants made the lending of money for gain a frequent occurrence; yet we find no law regulating the rate of such gain.

Wherever we find negotiable paper, we may reasonably suppose that such paper was often the subject of discount, for this is one of the great objects of its creation. Although Pothier** expresses the opinion (founded on a passage in

* 2 Bl. Com.

† 3 Inst. 151.

‡ Hume, Plowden, Comyn, Bac. Abr., Bl. Com.

§ Deuteronomy, chap 23—19, 20, v.

¶ Ibid.

¶ Rollin, sec. iv.

** Traite du com. de ch. No. 5.

* 1 Bl. Com. 33.

the Pandects) that bills of exchange were not known to the Romans, Chancellor Kent* thinks it fairly inferable, from one of the pleadings of Isocrates, that such securities were familiar to the Athenians. This argument of Isocrates is in a case, in which a son of Sopæus, the Governor of a province of Pontus, instituted a suit against Pasion, an Athenian banker, for a breach of trust, in negotiating a draft drawn by the son in Athens on his father in Pontus in favour of one Stratocles. The refinement and learning of these people, and the vigor which distinguished their political institutions, coupled with their knowledge and use of bills of exchange, leave hardly a doubt that they knew the value of money as a means of increase, and that the superfluity of some often supplied the wants of others for a valuable consideration, yet we do not learn that either the senate or the people undertook to regulate the terms of such consideration.

The lawgivers of Rome made a number of enactments in regard to this subject. A law of the Twelve Tables very summarily decrees, "Let him who takes more than one per cent. (per month) interest for money, be condemned to pay four times the amount lent."† The modern lawyer would think the following law, from the same code, somewhat contradictory: "If any one betrays his trust with respect to what is deposited in his hands, let him pay double the value of what was so deposited to him who entrusted him with it."‡ The first named law was revised in Y. R. 396, by the Tribunes, and confirmed at the same rate § Twelve years afterwards the rate was reduced one-half, and the payment of debts adjusted in such a manner, that one-fourth part being paid at the present, the other three parts should be discharged in three years, by so many equal payments. At length, in Y. R. 411, all interest was prohibited by decree.¶ All these regulations were ineffectual. In the language of Tacitus, "Usury soon began to revive, and to suppress its growth new sanctions were established by the authority of the people; but fraud found new expedients, often checked, and as often re-appearing in different shapes. In the reign of Tiberius, at the point of time now in question, the complaint was brought before Gracchus, the Prætor, who was empowered by virtue of his office to hear and determine. That magistrate, however, seeing numbers involved in the question, submitted the whole to the consideration of the Senate. In that order, few were exempt from the general vice. Alarmed for their own safety, and wishing to obtain for themselves a general immunity, the fathers referred the business to the Emperor. Tiberius complied with their request. A year and six months were granted, that men in that time might adjust and settle their accounts according to law."¶

Livy and Tacitus denounce the practice of taking interest for the use of money in the most decided terms, and represent money lenders as the greatest enemies of the peace and prosperity of the people of Rome. Julius Cæsar himself informs us, that he held the same views, and that he did not hesitate to annul contracts tainted with usury.** The legislation of Rome, on this subject, is a striking example of popular tyranny.

During the long night of intellectual darkness which followed the fall of the Roman empire, the Church was the great regulator of laws and morals. Rollin informs us that "she has never entered into any composition on this point, and severely condemns all usury, even the most moderate, because (as is believed) God having forbidden any, she never believed she had a right to admit it in the least."

Mr. Comyn informs us,†† that usury was in England an object of hatred and legal animadversion, at least as early as the time of Alfred. Glanvil, Fleta, and Bracton, bear the most ample testimony to the abhorrence in which it was held, and to the severity with which its professors were

punished. Alive or dead, they were the objects of royal and spiritual vengeance. Holy Church, wielding through her corrupt and superstitious tribunals, the immense power which in those, as in all semi-barbarian ages, she held, decreed treble restitution against all who chose to live on the interest rather than the principal of their fortunes; while the king violated the memories of the dead and ruined the estates of the living, by confiscating the property left by deceased usurers. In these times, a large part of the ready money of most of the nations of Europe, was held by the Jews. They were, therefore, the great usurers of the time, and were of course subjected to proscription and odium, and persecution of the most malignant and inveterate character. Fines, imprisonments, and banishments, stripes, and even death, were the savage punishments inflicted on all who violated these barbarous laws.† No terms of opprobrium were spared by the early writers on the guilty wretches who thus dared to disobey the express commands of Holy Writ. Sir Edward Coke remarks, that by the statutes 3 Henry VII. and 11 Henry VII., "Usury is damned and prohibited, and there it is called *dry exchange*." This grave lawyer is of opinion, that usury is not only against the law of God and the law of the realm, but even against the law of nature.‡

In the reign of James I. Mr. Noy, one of the greatest lawyers of his day, in solemn argument asserts, that usurers and murderers should be classed together; for, that the guilt of taking money by usury is equal to the guilt of taking life by violence.§

Mr. Plowden in his Essay on Usury, quotes a book entitled, "A Discourse upon Usury, written by one Thomas Wilson, Doctor of Common Law," and published in 1519. This common law sage thus discourses—"For my part I will wish some small penall lawe of death to be made against these usurers, as well as against thieves and murderers, for that they deserve death much more than such men do: for these usurers destroye and devour up not onlie whole families, but also whole countries, and bring all folke to beggere that have to doe with them."

And again—"The usurer who taketh less because he would seeme honeste shall go to the divill, because he hath wittingly sinned against God, as well as the others that take more, for there is no mean in this vice, more than there is in murder, theft or whoredom, and therefore I saie and maintaine it constantie, that all lending in respect of any gaine, be it ever so little, is usurie, and so wickedness before God and man, and a damnable deed in its self."¶

Dr. Fenton, about the same time, published a work on the same subject, in which he states, that "the testimony of all authority, civil and humane, ecclesiastical and prophane, naturall and morall, of all ages, old, new, middling; of all churches, primitive, superstitious, reformed; of all common weales, Jewish, Christian, Heathenish; of all laws, forraigne and domestically are against usurie"

"God, nature, reason, (says Mosse) all scripture, all law, all authors, all doctors, yea all councils besides, are against usurie."

Bishop Jewell says, "Philosophers, Greeks, Latins, lawyers, divines, catholics, heretics, all tongues, all nations, have thought an usurer as bad as a thief."

The industrious research of Mr. D'Israeli¶ gives us a sketch of one Audley, an usurer and lawyer, who flourished in the reigns of James I. and Charles I. This man seems to have united the practice of his two very different and discordant professions, in a manner so ingenious and profitable as to show that, in some measure, he merited the epithet "great," with which his own time honoured him. "There are minds of great capacity, concealed by the nature of their pursuits; and the wealth of Audley may be considered the cloudy medium through which a bright genius shone, of which, had it been thrown into a nobler sphere of action, the greatness would have been less ambiguous."

* 3 Kent Com.

† Table ii. l. 10.

‡ Livy vii. Bk.

** Cæsar de Bel. Civ. iii. 1.

† Table iii. l. 1.

§ Tacitus Ann. c. vi. s. 16.

¶ Tac. Ann. vi. 16.

†† Com. on Us. 1. 2.

* Roll. Ab. 800.

† 3 Inst. 153.

‡ Kelly on Usury, 25.

† 2 Roll. Rep. 240.

§ 2 Rol. Rep. 240.

¶ Curios. of Lit.

Massinger, in the same age, gives us the following poetic sketch of an usurer's means and power, which may well apply to "the great Audley."

"There lay
A manor bound fast in a skin of parchment,
The wax continuing hard: the acres melting;
Here a sure deed of gift for a market town,
If not redeemed this day, which is not in
The unthrift's power; there being scarce one shire
In Wales or England, where my monies are not
Lent out at usury, the certain hook
To draw in more."^{*}

The artifice of covering the usury by a pretended purchase and sale of certain wares, was then "in the full meridian of its glory." In *Measure for Measure*, we find, "Here's young Master Rash: he's in for a commodity of brown paper and old ginger, nine score and seventeen pounds, of which he made five marks ready money."[†]

About this time was published, perhaps, the first English work in defence of usury, entitled "The manner of undoing gentlemen by taking up of commodities."[‡]

In the general darkness, and ignorance, and error of these times, it is as grateful to the mind, as is the oasis in the desert, to the senses of the weary traveller, to know that the far reaching mind of Bacon, saw the folly of his fellow-men. This great man emphatically declares, "that the attempt to suppress usury, is worthy only of an Utopian government."

In the 37th year of Henry VIII., we find the first law which countenanced the taking of interest. It seems from the preamble, that even before the passage of this act, the sentiments of the people had undergone some change. It says, "for the previous acts, statutes, and laws, had been of little force and effect," and that, "by reason thereof, little or no punishment had endured to the offenders of the same." By this statute, ten per cent. was allowed "for the forbearance, or giving day of payment, for one whole year, and so on after that rate." It further provides, that any person receiving more than thus allowed, should forfeit for each and every offence, treble the amount loaned, and suffer imprisonment.

With strange inconsistency, the next statute on usury, (5 and 6 Edward VI.,) undoes all that the statute of Henry VIII. had done. After reciting that "usury is, by the word of God, utterly prohibited, as a vice most odious and detestable, which thing, by no godly teachings and persuasions, can sink into the hearts of divers greedy, uncharitable, and covetous persons," so as to make them "forsake such filthy gain and lucre, unless some temporal punishment be provided," it enacts that no person shall lend any sum of money, "for any manner of usury, lucre, increase, gain, or interest to be had, received, or hoped for, over and above the sum so lent, upon pain of forfeiture of the value of the sum lent, and also of the money."

Next, we find the statute 13th Elizabeth, which, notwithstanding it asserts that "all usury being forbidden by the law of God, is sin and detestable," repeals that of Edward, and revives that of Henry. This act affirms, that the statute of Edward, designed to suppress all manner of loans for gain, had caused such loans "to abound exceedingly." This act contained a clause, providing that all brokers should be guilty of a præmunire, who transacted any contracts for more than ten per cent. per annum, and that the securities in such cases should be void.

By the statute 21 James I., which reduced the rate of interest to eight per cent., it was provided that "nothing in the law shall be construed to allow the practice of usury in point of religion or conscience." Rolle says, that "this clause was introduced to satisfy the bishops, who would not pass the bill without it."[§]

The rate having been reduced during the time of the commonwealth to six per cent., this new rate was confirmed by 12 Charles II. The act of 12th Anne, made a fur-

ther reduction to five pounds per cent. per annum, at which the legal rate of interest now remains in England.

The statute 58 George III., (reciting, that by the laws in force, all contracts for the payment of money made on an usurious consideration, are utterly void; that in course of commerce, negotiable securities often pass into the hands of persons who have discounted the same, in ignorance of the consideration for which the same were originally given, and that the avoidance of such securities in the hands of bona fide endorsers, without notice, is attended with great hardship and injustice,) enacts, that no bill of exchange, or promissory note, (drawn or made after the passing of the act,) shall, (though it may have been given for an usurious consideration,) be void in the hands of an endorser for a valuable consideration, provided that such endorser should have been ignorant of the usurious character of the preceding consideration.

Before the above act, it was held that a bill or note tainted with usury, was absolutely void, even in the hands of an innocent holder for value.*

By the act of 3 and 4 William IV., bills and notes having more than three months to run, may be discounted at any rate of interest that may be agreed on, without incurring the penalties of usury. It has been held that a warrant of attorney given to secure the amount of a bill at 3 months, which was dishonoured when due, was protected by this statute.†

There can be no usury without a loan.‡ There must be an unlawful interest in the transaction, to constitute usury.§ It is not usury, for a man to discount at any rate whatever, his own obligation.¶ A fair charge on a bill or note, for trouble or expense, is not usury.¶ A banker may charge a proper commission beyond the legal interest.** It is the province of the jury, under the direction of the court, to determine where there is usury in a transaction.†† A loan made returnable on a certain day, with a condition for the payment of a sum beyond legal interest, on default thereof, may be a penalty, and not usurious interest, the intention of the parties being the criterion. If money be lent on risk at more than legal interest, and the casualty affects the interest only, it is usury, not so if it affects the principal only.‡‡ If the very inception of the contract be affected, the usurious taint clings to it in all its stages. §§ A security with legal interest, only substituted for one that is usurious, is valid. || Taking usurious interest on a pre-existing debt does not destroy such debt. ¶¶ The borrower is a competent witness in an action for the penalty.*** If a contract bearing interest be made in a foreign country, the courts will direct the payment of interest according to the legal rate of such country.††† The act of 14 George III. makes loans on landed securities in Ireland or the Plantations legal, at six per cent. although executed in Great Britain, if not exceeding the value of the pledge.

Usury statutes are to be most strongly construed for the suppression of usury.‡‡‡ If interest be retained at the time of a loan it is usury; to this an exception is made in the discount of bills and notes in regular course of trade. §§§ It is not usury for a partner to receive interest on his capital as well as profits. |||| Where a security is given for a consideration, partly good and partly usurious, the whole is void. ¶¶¶

* *Lowe v. Woler*, Doug. 708. † *N. & M.* 302.

‡ 1 *Lutro*. 273, Sid. 27.

§ *Cro. Car.* 501, 1 *Camp* 149., 2 *Bl. Rep.* 792.

¶ 4 *East*, 35, 11 *Peake*, 200, 1 *B. & P.* 144.

¶¶ 15 *Vesey*, No. 4. ** 2 *T. R.* 52.

†† 4 *M. & S.* 192, 1 *Dowl. & R.* 570, 3 *B. & A.* 664, 5 *Bl. Rep.* 864.

†† *Cro. Jac.* 508, 3 *Inst.* 375.

§§ *Doug.* 735, 1 *Starkie*, 335.

||| *Camp.* 165, h. 2 *Taunt.* 184, 2 *Starkie*, 237.

¶¶ 1 *H. B.* 462, 1 *T. R.* 153, 2 *Vesey*, 567, 1 *Saund.* 285.

*** 1 *Saund* 295.

††† 1 *Eq. Cas.* Ab 289, 1 *P. Wms.* 395.

|||| 3 *Boe. & P.* 154

§§§ *Cro. Jac.* 25, *Yelv.* 30, 3 *B. & C.* 154, *Byles on Bills*, 33

|||| 5 *B. & A.* 964, 4 *T. R.* 353.

¶¶¶ 8 *Taunt.* 790.

* *Massinger*, *City Madam*
† *D'Israeli*.

† *Measure for Measure*.
‡ *Oliver v. Oliver*, *Rolle's Rep.*

Such are a few of the more important judicial decisions on cases arising under the English statutes. In their general principles they apply in this country, though there is a very important difference between the English law of usury and that of Pennsylvania, not in the character of the offence, but in the penalties provided for those who are guilty of it. The act of 2d March, 1723 reduces the rate of interest from 8 to 6 per cent. per annum. It provides, that if any person or persons take more than at this rate, they shall forfeit the amount of the sum lent, one-half to the Governor for the use of the state, and the remaining moiety to the person who shall sue for the penalty.

Notwithstanding under this act the security is valid, it has been decided by the Supreme Court, that where more than legal interest is included in any specialty or note, the whole amount cannot be sued for and recovered, but the plaintiff is entitled to a verdict for the just principal and interest.*

Difference of opinion in regard to the morality of taking any interest whatever for the use of money, has long existed among moralists, while lawgivers and statesmen, "time whereof the memory of man runneth not to the contrary," have equally differed in fixing the particular sum which it was for the general interest should be the limit of such charge. We proceed, very briefly, to examine these conflicting views, by inquiring, 1st. *Ought the law to allow the taking of hire for the loan of money at any time or under any circumstances whatever?*

Let us first ascertain whether it be morally wrong, for it is the duty of the lawgiver to enforce good morals, and if it be shown to be necessarily injurious to morality, there is at once an end of our argument. If it be wrong in itself then it is wrong at any rate or under any circumstances. *No legislation can make vice virtuous.*

The objections on this head are chiefly two. The first is derived from the fact, that the taking of interest was forbidden by the Jewish law. This argument has been repeatedly advanced and urged more particularly by the divines of the Christian Church; for it is but recently that the question has been considered otherwise than in a religious point of view. St. Chrysostom, St. Jerome, St. Augustine, and others, with an uncharitable bitterness little becoming the disciples of a messenger of peace, have denounced lenders of money for gain as impious violators of the express commands of God. The age has passed when this argument has much weight, for men reading the Bible for themselves, find that though usury was forbidden as between Jews, it was allowed between Jews and strangers.† The Jews were an agricultural people, without the necessity—perhaps without the means, of obtaining loans. They were a nation differing from the rest of the world in almost every respect—in religion, laws and manners; and the peculiar code by which they were governed, can be no guide to other nations in different circumstances. If we adopt one of the peculiar features of their code of laws, simply because it was theirs, we must in consistency adopt them all. Can such a proposal be sustained? On the contrary, as usury was allowed, excepting in one specified case, the conclusion is inevitable, that among the Jews it was a crime "malum prohibitum" merely, and not "malum in se;" and, as such, no guide, and of no authority to modern nations, differing in numerous and important particulars from that wonderful people. Besides, if the enemies of usury appeal to the Scriptures, they must take them in all their extent, and not merely admit the force of that portion which may seem to favour their views. We find the New Testament

is far from discountenancing the receipt of a just return for the use of money; for the unprofitable servant is rebuked for not putting his master's money to the exchangers, that he might have received his own with usury.*

The second objection claims the respect which its antiquity, and the great name of Aristotle combined, cannot fail to insure it. But let us take care that the splendour of a name do not dazzle our reason, for we too often adore even the errors of men of genius. This celebrated philosopher asserts, that as money is naturally barren, it is wrong for men to violate the laws of nature, and make that productive which nature has doomed to eternal sterility. Domat and other moderns have somewhat modified this venerable notion. They lay it down as a principle, that where a thing sustains no injury in the use, no compensation should be given or required for such use—or, in other words—that hire should not be paid for the loan of a commodity returnable in specie.

In respect to Aristotle's theory and the consequences deduced from it, we remark; that as coin is incapable of procreation, so are houses and ships and a thousand other things, for the loan and use of which all men agree that a reasonable charge may be fairly made. The other idea, that whatever is uninjured in the use should not be loaned for hire is refuted with equal facility, though it is certainly an assertion rather than argument. Money, then, is really injured in the use; for though one particular loan, or indeed the vast majority of loans be returned, still, much of that which is lent is never returned to the owner. It may be partially or totally lost in the hands of the lendee—want of will or want of ability, may prevent its return—and here I think we at once have a fair proof that the mass of money loaned is injured in the use, for, if it had never been so loaned it would never have been diminished in amount, but would have remained entire in the possession of the owner. Not only is it diminished in quantity, but it is often deteriorated in quality by becoming the subject of loan. As large amounts of money put in circulation by means of loans, increase the sum requisite to represent or to purchase any given quantity of any commodity, such commodity rises and money falls in the market, (for these terms *price of commodities* and *value of money*, are allowed to be relative and convertible;) here is a clear case in which the quality of money which is its power of representation, is reduced by reason of the increased circulation consequent on making loans.

Both these views, that of Aristotle, namely, and that of Domat, are liable to another objection. You may purchase with money things animate, capable of reproduction, or things, inanimate injurable in the use. It is not pretended that it is usury to give or receive hire for the use of these, why then should it be esteemed wrong to receive compensation for the use of their equivalent? If I lend another an hundred dollars with which he purchases sheep, or a thousand dollars, with which he buys a carriage, wherein do I differ from the man who bails to him these articles? Why should he receive a return for his capital invested in sheep or carriages, while I am allowed none for my capital which may at any moment be so invested? Much more might be urged, but I think it is already sufficiently apparent that he who lends his money to another, is morally and equitably entitled to some compensation for so doing. Proceed we now to inquire, 2d. *Ought the legislature to fix or attempt to fix the rate of interest by any limitation?*

This is one of those questions which most men will at once answer in the affirmative without hesitation or reflection. Few can give any reason for their belief. They have always thought so, as did their fathers before them—they are willing to believe what is false, because their fathers so believed, and to remain in error because other people so remained. This unthinking and unreserved adoption of a dogma is not the course of the philosophic inquirer, who is aware of the fallible nature of popular faith, who acknowledges reason as his chief guide, and contemplates truth as the sole object of his worship, the one subject of his pursuit.

* 2 Dall. 92.

† Among the 12 questions submitted to the grand Sanhedrin of the Jews, summoned to Paris by Bonaparte in 1806, were the two following:—XI. Is usury to their brethren forbidden? XII. Is it permitted or forbidden to practice usury with strangers? To which it was answered:—The Mosaic institute forbids unlawful interest, but this was the law of an agricultural people. The Talmud allows interest to be taken from brethren and strangers, but forbids usury. Mill. His. Jews, 3 vol. p. 407.

* Matt. 25 cap 27 v.

All men admit that, as a *general* rule, contracts should be faithfully observed—if then the contract to pay interest be one of these extraordinary cases, which may be made with propriety and expediency an exception to the general rule, it is the duty of those who so believe to prove the fact. By all the laws of reason the burden of proof is on them. Now, how do they do this? We will endeavour fairly to examine a few of their principal arguments.

First, they say "borrowers are generally poor and needy, lenders rich and avaricious; it is the duty of government to protect the former, and restrain the latter, and that laws limiting the rate of interest have a tendency to produce these desirable effects." I do not believe that it is the duty of government to favour the poor at the expense of the rich. Government leaves its legitimate objects when it interposes its power to exalt or depress any particular class of citizens. It is a sentiment which has received the ratification of the American people, that "the blessings of government, like the dews of Heaven, should be dispensed alike to all men, equally to the high and the low, the rich and the poor." But even admitting all that the advocates of these restraining laws assume, we contend that although designed to benefit the borrower, they are actually in practice peculiarly injurious to him.

Money is liable like all other commodities to frequent fluctuations of price. Its value at any particular time is dependant upon a variety of circumstances. The balance of trade and its amount—the monetary situation of foreign countries—the amount of profit which may be gained by its use—the extent of the demand in the market compared with the supply—in short the real value of moneyed capital is in compound proportion to the demand and risk. Now, whenever the demand for money is such as to make it worth more than the rate established by law, the borrower however strong his wants, cannot raise the requisite loan if the law be respected: for the owner is not compelled to part with his money at less than its worth, and he will not lend when he can find other and more profitable investments. As all property and more especially, the shares of joint stock companies and negotiable certificates of loan, always and necessarily fall and rise in proportion as money is scarce or plenty, the capitalist has no difficulty in securing a return for his money proportionate to its market value, by investments in such stocks or other property. So the borrower pressed with want, and willing to pay the fair value for a loan, must suffer all the pressure of the emergency, without the possibility of obtaining assistance or relief. Suppose, however, the capitalist is willing to lend his money at the market rate, and risk the loss consequent on a violation of the law, he must charge a proportionally higher rate to the borrower, to cover the risk of such loss. So that whether the law be observed, and the needy man is ruined by not borrowing at all, or it be violated, and he effect a loan, though at a considerable additional charge—in either case, the statute produces an unquestionable injury and loss, not to the lender, but to the borrower.

But it is said that there are prodigals and spendthrifts, who would utterly ruin themselves by borrowing large sums of money at an extravagant rate of interest, if the law did not interfere, and save them from ruin by preventing them from borrowing.

It must be remembered that prodigals, no more than any others, can obtain loans without a security of some sort either real or supposed; for those who have money will not lend it without the expectation of a return; and it is no inducement to offer the most extravagant rate of interest, unless there be a probability that the sum lent will be returned. So this at once throws out of our speculations those extravagant fellows, who have no property of any kind whatever, but are willing to take up moneys on loan, and to engage to return the same with extraordinary interest. How, then, do the laws restricting the rate of interest benefit those wasteful men of property, who expend more than prudence would dictate? No man whether he be prodigal or frugal, will hire money so long as he has by him cash to answer his immediate demands. Those spendthrifts, therefore, who have any dealings with lenders of money, must be men of

property, who derive a regular income from an estate in which they have an interest of some nature, certain or fortuitous, such as may afford some security, either real or supposed, to one who has the power and will to lend money to them. Who does not at once see that men of this class, who wish to anticipate their income by borrowing, are very unlikely to pay an exorbitant rate of interest? For we have already shown, that the rate of interest is in compound ratio to the demand in the market, and the risk of lending—and the real or other security, which persons of the class under consideration have to offer as guarantee for the return of moneys which they may take up on loan, is ordinarily of the best possible character—not liable to great fluctuations of value—not capable of immediate destruction—and above all not subject to the chances of loss from commercial operations. There is a competition among lenders, as well as among borrowers, and he who comes into the market desiring to borrow money, and offering substantial security for the same, being a desirable lendee, may obtain loans on terms as favourable as the state of the market will warrant. It matters not that he is a *prodigal*, for even if the lender knows this, which is very unlikely, that circumstance cannot affect the substantiality of the security, nor by consequence the rate at which he may borrow.

It thus seems that there is nothing in the peculiar circumstances and dispositions of prodigals, which distinguishes them as borrowers, from other classes of the community. But suppose the law can and does prevent them from wasting their estates, by hindering them from borrowing. Passing by the fact that such restraint upon reasonable beings of sound mind, is an unnecessary and of course unwarrantable invasion of private rights, we ask (for it is the admitted duty of the legislature to regard the greatest good of the greatest number) is such a wasting injurious to the people at large? To answer this question rightly, we must recollect that the *wasting* of a fortune is but another term for its *diffusion*. It is the spreading of a large amount of wealth, heretofore concentrated in a single point, over an extended space. It is taking what was the means of enjoyment to a single man, or a single family, and making it the means of enjoyment to many men, or many families. It was the policy of the feudal ages, to concentrate and perpetuate estates. Not so now. The law has been gradually and almost imperceptibly changed, not only by a variety of statutes, but far more effectually and rapidly by the almighty influence of popular opinion, operating on the judges of the law, and producing judicial legislation. This change has been the unfailing attendant on the progress of popular liberty, and popular intelligence. Men in ignorance and slavery, submit with brutal acquiescence to the general poverty, which results from those perpetuities which the law now, in the strong language of Blackstone, *abhors*. Some of the most important variations between our laws and those of England, such as these which virtually abolish estates tail, &c. are the result of a general belief that it is the true policy of a free government to diffuse rather than to concentrate wealth. Can it be said that this case is an exception to all our rules of policy? I certainly think not. He who urges the affirmative, would not only invade private rights by forbidding an owner to use his own property as he chooses, but would benefit one rich man at the expense of many poor men.

Another object of the usury laws is said to be the protection of the ignorant and simple, against the extortions of the avaricious and designing.

The ignorant and simple may be divided into two great classes; under the first, I include madmen, idiots, and habitual drunkards; in short, all whose reason is so affected, that the law judging them incapable of taking care of themselves, places them under its protection. As this class are incapable of making valid contracts for the payment of interest, or for any other purpose, we will exclude them from our consideration. We have then for the remaining class, all those persons, who, notwithstanding their enjoyment of all the ordinary faculties of man, either from peculiarity of temperament, or from the neglect of cultivation of their intellectual powers, have not those faculties developed in so great a

degree as most of their fellow men. The line which separates this class from the rest of the world, is so vague and variable, that it would seem impossible to legislate *positively* in reference to that which is so indefinite. And so indeed experience shows; for what simple man was ever benefited by the laws against usury! It is not the simple who take the strong measures necessary to benefit themselves, and to punish others who have violated them, but the knowing and resolute—in the language of traders, *the sharp*. It is a quixotic scheme says Lord Mansfield, to endeavour by legislative enactments “to protect men against themselves;” so far from benefiting those for whom they are specially made, they must inevitably accelerate their ruin, by the very opposition they create in those who have the power of injury.

Besides, money is but a single article; a restraint upon it is but a single restraint, confined to a solitary article of the vast number in which men deal. Even if the law be fully effectual, and prevent the ignorant from ruining themselves by dealings in money, it does not debar them from a thoughtless profusion, or reckless purchasing of other articles, which may with equal rapidity and greater certainty lead to the same result. If you deprive the capitalist of the right to loan his money, you cannot prevent the tradesman from selling his wares, or the merchant from disposing of his merchandise, for no laws can possibly include all the various articles of traffic, and provide for each individual case that may occur.

“That man must be foolish indeed, and very weak, for whom the legislature can make better bargains than he can make for himself,” for the action of the legislature is necessarily *general*, while his transaction is *particular*. They can only see the grand outline, while to him each minute feature is visible.

Sir Edward Coke has well remarked, “that to trace an error to its origin is to refute it.” The truth of this remark is well illustrated in the case of usury. The views of Aristotle on most subjects, were received during the dark ages as authority, and those with respect to usury, particularly, in their fullest extent. We find all the old and most of the modern writers dwell with great confidence on the truth of the theory said to originate with him. In a debate in the House of Commons in the 13th year of Elizabeth (A. D. 1571,) on the second reading of the bill reviving the statute of 37th Henry VIII., the members were nearly unanimous in their views, and almost the only opposition seems to have been in the efforts of each speaker to go farther than his predecessor, in the violence of his condemnation of the principle of receiving gain for money. One Mr. *Clarke*, *Molloy*, a celebrated lawyer, Dr. Wilson another of the same profession, who published a book on the subject which I have already quoted, and others, denounced usury, while Sergeant Lovelace thought to prohibit it “in toto,” would be ground of greater covetousness.*

Experience shows that “extremes are ever dangerous.” Thus we see that in a very early age the Christian Church, fully alive to the vicious refinements and profligate pleasures of the Romans, ran into the opposite extreme, and condemned everything that tended to promote their physical happiness. Hence the origin of the thousand forms of self-inflicted tortures, and self-imposed penances. Hence the origin, in some measure, of the notion that men should receive no interest for money—for such receipt of interest tended to increase their means of obtaining the objects of their desires. He who received interest was described as a grasping usurer, who wrung from the poor their hard earnings to increase his already overgrown wealth, while he who loaned his money gratuitously, was thought to exhibit a commendable example of that Christian charity and liberality, which is so frequently and loudly commended by the primitive fathers. “He who giveth unto the poor lendeth to the Lord,” was no doubt the text of many a sermon preached for the special benefit of the poor, that general class of willing borrowers.

It is a lamentable truth that the poor, who are, too often, the ignorant and wretched, hate, though they may respect, the

rich who are generally the intelligent and happy. It is the universal, though unfortunate and erroneous disposition of the poor to endeavour to drag the rich down to their own level. This universal feeling leads to that tyranny which the poor have ever exercised over the rich when they have had the power so to do. That tyranny which is exhibited by the Usury laws of the early and middle ages—the influence of which is felt, though in a vastly diminished degree, even in our own days, intelligent as we consider ourselves. Thus the great sources of the foundation of the general prejudices against usury and usurers appear to have been false philosophy, perverted religion, and the innate weakness and wickedness of man.

A few practical reasons why the Usury laws, as at present existing, should be repealed, and I have done.

1st. They are unequal in their operation, and have a uniform tendency to injure particular classes of the community.

Having already shown that the framers of these laws intended that they should so operate as to benefit the borrower at the expense of the lender; and that on the contrary, they really injured the borrower without benefiting the lender, I shall now merely refer to the unjust odium which they cast on a highly useful class of citizens, viz: those who loan money.

This fact is exhibited with great force in the examination of a number of witnesses, (among whom were Sir Samuel Romilly, Sir Edward Sugden, and Richard Preston, esquire,) before a Committee of the House of Commons, on the Usury Laws, in 1818. The distinguished lawyers whom I have just named, unanimously condemned the existing laws as both impolitic and unjust.

It is hardly necessary to prove what it seems to me every one must admit, namely, that the odium of which I have spoken, has a real existence. In our own day, there recently lived a man pre-eminently distinguished for his liberality, his public spirit, and his punctuality, for all the virtues which form the character of a good merchant, (and a good merchant is a useful and valuable member of society,) a man universally esteemed by all who enjoyed his acquaintance;—one who, by the last act of his long and well-spent life, bequeathed a princely legacy to the promotion of learning and virtue;—who was, nevertheless, the object of popular odium, and envy, and hatred. His very name was used to embody the idea of a grasping soulless wretch—and all this merely because he was rich and traded in money. Here was injustice of the grossest character—injustice fostered and encouraged by the law. How different are such laws from the beautiful conception of what the law should be, given us by one of the most distinguished lawyers and accomplished scholars of modern times.

“Sovereign Law! the state's collected will,
O'er Thrones and Globes elate
Sits Empress; crowning good, repressing ill.”*

The laws should at least be reciprocal in their provisions, and if they dictate a maximum, they should also name a minimum rate of interest. You may pay *as little* as you please for money, but you are not allowed to pay *as much* as you please. If the law says to the lender you shall not receive more than a specified percentage, it should certainly say to the borrower, you shall not pay less than that. If the legislature *will make* contracts for private individuals, without and against their consent, they should at least be governed by the ordinary rules of equity in so doing.

2d. These laws cause an absolute loss to the lender or to the borrower or to both, and by consequence, to the community at large.

The circumstances which vary the rate at which capital may be borrowed, are said by Political Economists, to be Risk, Convenience of Investment, and Productiveness of Capital.

Risk is a never-failing attendant of a loan,—for whenever a man loans his property to another, there is always some

* Kelly on Usury, London edition, 1836 p. 231.

* Sir William Jones.

risk imminent or remote, of his never being repaid. And the greater the risk, the greater will be the interest which may be justly demanded. The *Convenience of Investment* depends upon a variety of circumstances, such as the facility of transfer, the permanency of the investment, and the punctuality of the borrower in the payment of interest. *Productiveness of Capital* is affected among other things by its value as a productive agent in the hands of the borrower, by the ratio between supply and demand, by the freedom of capital, by which is meant the liberty to employ it in any innocent way you please, and by the amount of taxation. Without pausing to prove what will hardly be denied, I draw from all this the conclusions—

1st. That other things being equal, interest will be high when the risk is great, and low when the risk is small.

2d. That interest will be high when the profit of capital is great, and low when such profit is small.

3d. That as risk and profit affect each other when profit is great; if the risk also be great, interest will be high; because the increase of risk diminishes the supply.*

Hence we see that the rate of interest is not of *itself* any indication of prosperity or adversity. On the contrary, whenever the rate of interest is raised by the increase of risk, this is an indication of adversity, for such risk benefits no one. It is of no service to the lender, because the premium is a mere *indemnity* and not a profit. It is an *injury* to the borrower, because the payment of an extra premium does not increase, at all, the worth of the money to him. Whatever, therefore, is paid for risk, is always a loss to *both* parties. Now, in lending money above the legal rate, the lender exposes himself to the *risk* of incurring the legal penalties for so doing; which risk is charged to the borrower in the shape of an additional premium—a premium to cover a risk created by the Law—a premium of no advantage to *any one*.

This would seem a clear case in which the law causes a loss to both borrowers and lenders, and by consequence to the community at large. 3d. The usury laws are injurious to the commercial interest.

Upon ordinary subjects, it is, I believe, admitted, that men are best able to judge for themselves, as to what is for their own advantage. This indeed is the fundamental axiom of a republican government. But in the case of *money* it would seem, that none of the maxims and rules, elsewhere universally admitted, are to be at all allowed. The mercantile classes, for example, intelligent and enterprising as they are, cannot be allowed to judge of what is their own interest in buying and selling money, but they must be regulated and controlled by legislative bodies, composed chiefly of agriculturists, artificers and professional men, neither class, certainly, as well qualified in general to form correct opinions on a matter of a character so strictly mercantile. There can be little doubt but that the large majority of merchants and traders would rather dispense with this mistaken kindness, regarding these laws as injurious to their interests. In England, where the subject was recently agitated, the Chambers of Commerce of Manchester, Birmingham, Glasgow, Liverpool and Dublin, as well as the merchants of London, have petitioned Parliament for their repeal;† while in this country similar petitions have frequently been made.‡ That of the merchants of Boston in 1834, is peculiarly deserving of attention, for the clear and forcible argument which it contains. It says, "they think the law is injurious in imposing any restraint upon the absolute freedom of commercial transactions—which in order to be successful, must be left unfettered. In the case of money, which represents every other commodity, the evil is far greater than it could be in regard to any other article of traffic. We know that in former ages, when the laws by a mistaken policy, forbade the receiving of any interest, condemning it as morally wrong, commerce and the arts were almost completely destroyed; and that as the opinion of mankind changed on this subject, and the laws became more liberal, commerce revived and extended its transac-

tions and scattered wider and wider its blessings. We are firmly persuaded, that neither this nor any other department of human industry, will attain its perfection, until men of business are as unrestrained in buying and selling the *media of exchange*, as in buying and selling any other merchandise whatever. Usury laws are, in our opinion, founded on erroneous principles, and are at variance with the commercial spirit of the age."

Here is both evidence and argument—the evidence of intelligent practical men—an argument as simple as sound.

There are now large amounts of money locked up in stocks and securities of various kinds, which if thrown into the market, would aid merchants by making money plenty, and reducing the rate of interest; and which would be cash in the market but for the usury laws. As money is often, perhaps, in this country, generally, worth more than the legal rate, securities and property of all kinds are often sold at such a price, as to pay a return of more than six per cent. per annum, on the amount invested therein. Now, those persons who have conscientious scruples about violating the law, as well as those who are too timid to violate it, withdraw their money from circulation and invest it where the laws are inoperative; thus not only diminishing the amount of money in the market, but leaving the whole loaning trade in the hands of men of looser morals and stronger nerves. "Whatever prevents the lending of money, must injure commerce, and be a loss to the country by stopping or checking the current of money, which turns the wheels of trade, and thereby limits the productive power of the capital and industry of the country."* Repeat the usury laws, and you at once reduce the rate of interest, by creating additional competition, and increasing the amount of marketable funds seeking customers.

In bottomry, and respondentia bonds, we find a distinction made between sea and land risks. Where is the sound reason for this difference? Blackstone says it is for the benefit of commerce; but if it benefit commerce beyond seas, why not produce the like good effect in domestic traffic? There is no complaint of the injustice or the injurious consequences of this maritime usury; on the contrary, it is universally allowed to be beneficial. If the captain of a ship be a good judge of his own interest, why is not the master of a house? If the merchant and supercargo can judge of their own interest on ship board, why cannot the manufacturer and tradesman on shore?

4th. These laws have a tendency to prevent discoveries and retard improvements in the useful arts.

The rate of interest established by law is predicated on the supposition, that loans shall be made only to be employed in the regular beaten track of operations, which experience has shown to be profitable. If the law be *effectual* then, it inflicts a death-blow to enterprise when moving out of the common course; to the exertions to discover what is unknown, to the efforts to invent what is useful; for when a project is untried, and the return of money borrowed, is dependant on its success, no one, in his senses, will lend his money at the ordinary rate, on such a risk. It has been well remarked, "that without the assistance afforded by capital to the mechanic, the manufacturer and the merchant, to enable each of them to develop his ingenuity and skill, Great Britain would never have held the distinguished rank she now sustains among the nations of Europe."†

5th. The usury laws are an unnecessary, improper, and unjustifiable invasion of popular right.

"The world is governed too much." "Power is always stealing from the many to the few." There is far more danger of having too many, than of having too few laws. Laws, in a republic particularly, should be few and simple, that men may easily recollect and readily understand them. Are not these principles virtually violated in making the laws under consideration?

Dr. Adam Smith who is high authority, and the more valuable to us, because he *defends* the laws against which we contend, says, "the most effectual plan for advancing a people to greatness, is to maintain that order of things which nature

* Smith, Bentham, Say, Wayland, Vethake, &c.

† Kelly on Usury.

‡ North American Review, July 1834.

* Kelly.

† Kelly.

points out, by allowing every man as long as he observes the rules of justice, to pursue his interest in his own way, and to bring both his industry and his capital into the freest competition with those of his fellow-citizens.* Who can doubt "that government is the best which by the smallest machinery, the simplest process, and the least infringement of liberty, effects its object—the general welfare."†

When men form themselves into societies—bodies politic—each citizen must surrender a portion of his natural liberty to the common stock in consideration of the protection which society affords him, and to promote the general welfare: but he should not be compelled to give up more than the necessities or convenience of the social state require. An unnecessary, is always an unwarrantable invasion of natural liberty. This case then is *prima facie* in our favour, and we have already endeavoured to answer what is usually urged in its defence.

But, in a matter so practical in its details, experience is as much better than argument, as certainty is preferable to conjecture. We find that the most refined and the freest nation of antiquity, (disregarding the dicta of their great philosopher,) was wholly without any such penal laws, and the fact that none were made, is proof that they experienced no inconvenience from their absence. In Athens, the laws on the subject of loans of money, were purely moral and advisory, not penal and imperative. "Bankers shall abide by their original contracts,"—"Let the interest on money be moderate."‡ Such were the simple statutes of this great people.

"It is (says Boek,) a glorious monument of the commercial and enlightened character of Greece, that she had no laws on the subject; that her trade in money, like the trade in every thing else, was left wholly without legal restriction."§

In England, there is no limit to the rate of discount on bills and notes having not more than three months to run, and yet we do not hear that any inconvenience arises from the exercise of this freedom of traffic.

6th. These laws do, in effect, hold out a direct bribe to dishonesty.

It is, undoubtedly, every man's moral duty to fulfil his engagements—a duty from which no law can relieve his conscience, though human laws may shield him from the punishment justly merited by him who violates his good faith. Now, whether the law annuls a contract tainted with usury, as in England and in some of the United States, or whether it enables one to sue for and recover a penalty from the person who loans his money at a rate higher than that allowed by statute, as in Pennsylvania, in either case it is a premium awarded by law, to him who violates his voluntary and unconditional engagements—to him who commits a moral crime of a character the most dangerous of all others to the safety, harmony, and confidence of society.

7th. These laws are continually violated or evaded, and thus cause a contempt for or disregard of the laws, producing a demoralizing effect on the community.

These violations and evasions are as old as the laws themselves, and have been their never failing attendants. Tacitus and Livy bear testimony to the fact, that such was the case in Rome; all the writers agree in stating, that such was the case in England, from the earliest recorded times. Lord Bacon says, "It is better to mitigate usury by declaration than to suffer it to rage by connivance," and the statute of Elizabeth declares, that when usury was altogether forbidden by that of Edward, it "rag'd exceedingly."

Our own times are fruitful in expedients to evade the rigor of the law. Pretended premiums, fictitious exchanges, and commissions without service, are some of the many devices used for this purpose. In all these subtleties there is always some danger; for, if the illegal intention can be shown, the courts will enforce the legal provisions for the suppression of usury. And for this illegitimate hazard, we have already endeavoured to show, there is

always a charge paid by him who is least able to pay—the borrower.

These evasions are at best circuitous and inconvenient—they cause a loss of time as well as money—they deprive the lender, in some measure, of what is the birth-right of every American, the protection of the law. They introduce into the ordinary affairs of life, a description of obligation unknown to the law, and incapable of enforcement, the so called obligation of honor. As no good man can violate even a bad law with moral impunity, they deprive both borrowers and lenders of that conscious rectitude, that manly fearlessness, which is one of the most honourable attributes of human nature, and the most delightful satisfaction of an ingenuous mind.

In a government, not of force but of law, it is the bounden duty of every good citizen to look on the law as the pure concentration of all that is most sound in the state. "Palsied be the arm that shall be raised to destroy—withered be the tongue that shall profanely speak of the sacred majesty of the law," should be the fervent imprecation of every citizen; while, however, the body of the law contains such statutes as that for the suppression of usury, this can never be the case. Such statutes must weaken the force of the whole; for we cannot respect that which we believe to be absurd—we cannot reverence error.

We have thus, after giving a sketch of the history of usury, and an outline of the present state of the law, endeavoured to answer the chief arguments advanced by those who support the policy of the laws which are designed to limit the rate of interest—we have attempted to show, that those laws are unjust, unwarrantable, and impolitic in themselves—productive of unjust odium to particular classes—and of pecuniary loss by their operation, and moral injury by their evasion, to the community at large—that the ends for which society is established, are injuriously affected by them, and that their immediate and total abolition, would promote the harmony, happiness, and well being of all classes of citizens.

We cannot resist the belief, that this is one of the very few relics—perhaps the solitary relic of the barbarous system of the dark ages; when ignorance, the mother of superstition, ruled the world with supremacy undisputed.

The clear light of reason is fast dispersing the clouds of error, and illuminating the path which leads to the temple of truth.

Already are men sensible of the great truth that they are all by nature equal. This has abolished the feudal services of feudal times—the cruel and excessive punishments of bygone ages—the antiquated restraints on the freedom of conscience.

That governments and the laws are made for the benefit of the many, and not for the advantage of the few, is another great truth which modern times have practically applied. Why should the monetary laws remain an exception to this principle?"

This, our own beloved and happy country is the proper field on which to exhibit to the rest of the world, a perfect code of laws in all respects at once just and rational. Our fathers have done much, shall we not do our part of the work? Shall we not use our exertions to strike off the fetters imposed by selfish ignorance on the great media of exchange, and declare **FREE TRADE IN MONEY AS IN MERCHANDISE!**"

Trade of the West.—The Cincinnati Daily News states that from the 12th January to the 8th July, of the present year, there have been 1770 steamboat arrivals at that city—one-fourth of the number being boats of the largest class.

Extraordinary Weight of Sheep and Fleece.—Mr. Thos. H. Burwell, of Spout Spring, Clark Co. Virginia, has sheared five yearling suckling ewes, and one ram of the same age, which weighed from 196 to 164 lbs. on an average, and the cleansed fleece each five pounds. This was near the average produce of all the flock, and is supposed to exceed any thing ever seen in this country.

* Wealth of nations.

† Report to the Massachusetts Legislature 1834, by Everett.

‡ Potter's Ant. c. 24.

§ Econ. of Athens.

MILITIA OF THE UNITED STATES.

By a return by the Secretary of War made to Congress on February 5, 1839, of the militia in the United States in 1838 we ascertain the following results according to latest returns of the dates, some of which are not very recent.

STATES.	Date of return.	Infantry.	Cavalry.	Artillery.	Riflemen.	Aggregate.
Maine	1838	38,678	1,516	1,965	1,742	43,901
New Hampshire	"	23,158	1,124	2,009	1,994	28,185
Massachusetts	"	43,848	438	2,068	. . .	46,334
Vermont	1823	23,120	1,425	1,086	. . .	25,581
Rhode Island	1832	1,093	58	226	. . .	1,377
Connecticut	1838	25,547	986	2,123	1,294	29,950
New York	"	151,059	5,523	11,714	7,819	176,115
New Jersey	1829	33,664	1,754	1,925	1,828	39,171
Pennsylvania	1833	. . .	. . .	. . .	. . .	202,281*
Delaware	1827	8,232	266	188	543	9,229
Maryland	1838	41,952	2,594	1,640	678	46,864
Virginia	"	89,979	8,111	4,484	. . .	102,574
North Carolina	"	63,715	1,210	293	. . .	65,218
South Carolina	1832	47,048	1,626	958	1,485	51,113
Georgia	1838	45,918	981	. . .	107	47,006
Alabama	1837	4,610	. . .	. . .	. . .	4,610
Louisiana	1829	13,034	156	774	844	14,809
Mississippi	1838	. . .	. . .	. . .	. . .	36,084
Tennessee	1830	60,207	775	. . .	. . .	60,982
Kentucky	1838	71,983	1,781	374	1,588	75,926
Ohio	1835	123,504	4,154	2,367	16,403	146,428
Indiana	1832	48,732	1,787	680	2,714	53,913
Illinois	1830	. . .	12	. . .	33	27,386
Missouri	1834	6,170	. . .	. . .	. . .	6,170
Arkansas	1825	1,885	143	. . .	. . .	2,028
Michigan	1831	5,080	146	41	209	5,476
Florida Territory	"	827	. . .	. . .	. . .	827
Wisconsin Territory . . . . .	"	. . .	. . .	. . .	. . .	. . .
District of Columbia	1832	1,188	. . .	25	36	1,249
						1,350,805

* Reports just published, give the following as the number of the militia of Pennsylvania and Connecticut.

Militia of Pennsylvania.—From the report of the Adjutant General, we learn that the army of Pennsylvania is numbered and divided as follows:

1 Commander-in-Chief.
 16 Major Generals—34 Brigadiers.
 34 Brigade Inspectors—1 Adjutant General.
 3 Arsenal.
 136 Regular regiments and 5 irregular battalions of militia, numbering 175,929
 Cavalry, 5,005
 Artillery and infantry, 14,557
 Riflemen, 11,966—31,534

Grand total of militiamen. 207,463

—*Pennsylvania Reporter.*

Connecticut Militia.—It appears from the annual report of the Adjutant General, Samuel L. Pitkin Esq., that the militia of the state now number 29,967 men, viz: infantry, including light infantry and riflemen, 26,857; horse artillery, 468; cavalry, 986; artillery, 1656. Of the different arms belonging to the state, there are muskets, 8975; rifles 687; pistols 688; brass cannon 20, the heaviest calibre 6 pounders; and iron cannon 61, the heaviest calibre 12 pounders. A large proportion of the arms are in the hands of the militia.

Important Decision.—We copy from the Boston Advertiser, the following report of a case tried in the U. S. Circuit Court on Saturday:

The case of Isaac Grant and others vs. Mark Healy was an action brought to recover a balance of accounts. The plaintiffs are merchants at Trieste, in Austria. In December,

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1836. the plaintiffs' agent in this city—Mr. Trueman—advanced to the defendant \$4565 by a bill drawn on Baring Brother & Co. In consideration of this, the defendant agreed to ship, and did ship, a cargo of sugars, consigned to the plaintiffs for sale. The vessel sailed on the voyage, and at the time of her arrival at Trieste, in March, 1837, the market for this kind of sugars was exceedingly depressed, in consequence of some changes in the Austrian tariff of duties, and embarrassment of the money market in Europe. The sugars were sold in April, 1837, at a price less than half their invoice value.

In consequence of these disastrous sales, the nett proceeds fell short of the advance money. This suit was brought for the balance. The parties agreed that if the jury found for the plaintiffs, the amount should be agreed, or be ascertained by an assessor. The jury found for the plaintiffs, and the parties agreed as to the amount, except as to a single item; and that was, whether the defendant should be charged according to the par of exchange, or the actual rate of exchange between Boston and Trieste at the time of the verdict.

Judge Story said, the general doctrine was clear, that wherever a debt is made payable in one country, and it is afterwards sued for in another country, the creditor is entitled to receive the full sum necessary to replace the money in the country, where it ought to be paid, with interest for the delay. In the present case he thought that the advances having been made in Massachusetts, if the goods sent to Trieste did not fully reimburse the amount, the balance was properly due and payable in Massachusetts. Consequently the plaintiffs were entitled only to the balance due at the par of Exchange.

From the Albany Daily Advertiser.

International Law.—During the past winter the right of the Governor of any State to demand from, or deliver up to foreign governments fugitives from justice, became a subject of frequent discussion. The opinions elicited in the course of the argument were various and conflicting. By some it was contended that this right must of necessity belong to the Chief Magistrate of the State from which the felon had fled, or within which he had sought to screen himself from the pursuit of justice. It was argued by others that, as the General Government was the sole organ of communication with foreign powers known to our laws, that Government only could make or receive requisitions for fugitives from justice. While a third party insisted that as this was a matter for treaty stipulations, and as there were none in force between this country and Great Britain, this right, as between these two countries, was vested nowhere. Our own belief, heretofore expressed, was, that treaty or no treaty, our existence as a nation implied the existence of this right somewhere; and that from the very nature of our Government, it must be vested, not in the Executives of the several States, but in the President of the United States. It is well known that a requisition was made, some months since, by Sir George Arthur upon the Governor of Vermont, for the delivery of an individual who had committed murder within the Canadian Provinces, and had thence fled to Vermont. Governor Jenison, having first referred the matter to the General Government, and received for answer that, in the absence of any positive regulations, either by treaty or act of Congress on this particular subject, the President declined interfering, acceded to the demand of Sir George Arthur, and issued a warrant for the delivery of the fugitives to the Canadian authorities. At this stage of the business, however, a writ of Habeas Corpus arrested further proceeding until the authority of the Executive to deliver up a fugitive to a foreign Government, could be settled in a court of law. The final issue of this matter is not yet known. An application has since been made to Governor Seward for a requisition upon Sir George Arthur for the delivery of Hugh Tracy, who committed a robbery in the city of Buffalo, in May last, and immediately thereafter fled to Toronto with the stolen property in his possession. To this application Governor Seward returned an answer, a copy of which (as the subject is one of general interest) we have solicited and now submit to our readers.

Albany, May 20th, 1839.

HENRY W. ROGERS, Esq., District Attorney of Erie county, Buffalo.

Dear Sir,—I have received your communication of the 10th instant, requesting me to make a requisition upon his Excellency Sir George Arthur, Lieutenant Governor of the province of Upper Canada, for the delivery of Hugh Tracy, to the end that he may be brought to this state to be tried for a felony committed within this state.

The law of nations recognizes the mutual rights of states to demand the surrender of fugitives from justice. The regulation of these, however, is a proper subject for treaties, and the refusal of a state to comply with such a requisition in a reasonable case is just cause for war. The right to demand and the obligation to surrender are reciprocal. I am satisfied that the authority necessary to the exercise of this right, rests with the General Government, and not with the Governments of the states. The constitution devolves upon the General Government the care of foreign relations. That Government has the sole power to make treaties with foreign States, and the right to declare war and conclude peace. It thus possesses the power to establish regulations for the exercise of this important right, and to enforce compliance with its requisitions when unreasonably refused by other states, while the state governments have no power to establish general regulations and no means to enforce their requisitions.

Application was made to me in a case similar to that now presented, for a requisition upon the Lieutenant Governor of Upper Canada, for the delivery of a person charged with a felony committed in this state.—I considered it my duty to

refer the applicant to the General Government. The answer of the Secretary of State was in substance, that inasmuch as Congress had not passed any law on the subject, and there was no provision by treaty in relation to it, the General Government had declined to act upon such applications. The view of the subject taken by the General Government, has served only to convince me that the ground I had assumed was correct. If the right could be exercised by the General Government, provided its exercise should be regulated by law of Congress or by treaty, the jurisdiction belongs to that Government and not to those of the State; and if the General Government could not exercise it without the previous passage of a law of Congress or the intervention of a treaty, the State Governments, even if admitted to divide the responsibility with the General Government, could not exercise the power without a similar law or the intervention of a treaty.

I can imagine no circumstance which would more seriously embarrass the General Government in its conduct of the foreign relations of the country, and more certainly tend to bring the public peace into jeopardy, than the discordant action of the several states in the exercise of this power. I have observed that the Governor of Vermont has taken a different view of the subject from that here presented; and that having issued his warrant for the delivery of a fugitive, upon the requisition of the Governor of Upper Canada, a writ of Habeas Corpus has been issued by a Judge of that state, and that the constitutional power of the Executive is now undergoing discussion there. Unwilling in any instance to assume doubtful powers, and especially in cases so important to the security of our citizens and the harmony of our foreign relations, I have concluded that it is inexpedient to deliver citizens of this state upon the demand of the Government of foreign states, until the constitutional power of the Executive Department of the State Government is more clearly defined and established. Having arrived at this conclusion, it follows that I cannot demand from other states the surrender of fugitives from this state.

While the view I have presented assumes that the constitutional power and responsibility relating to this subject rest with the General Government, I apprehend from a passage in your communication that you are in error, in supposing that there is any provision by a statute of this state authorizing the Governor to make requisitions upon the Governments of foreign countries for the delivery of persons who have committed crimes in this state.

I am fully sensible of the inconvenience resulting from the want of suitable regulations for the exercise of this important national power, and I shall deem it my duty in a respectful manner to bring the subject to the consideration of the President of the United States.

I am, very respectfully,

Your obedient servant,

WILLIAM H. SEWARD.

THE NAVY.

NAVY DEPARTMENT, July 11, 1839.

The Board for the examination of Midshipmen, convened at the Naval Asylum, Philadelphia, on the 24th ult., has closed its proceedings, a report of which was received at the Department, and approved on the 8th inst.

The following is a list of the Midshipmen, in the order in which they were passed:

John Cassin Henry,	C. Vanalstine,
Wm. A. Wayne,	A. G. Clary,
Jas. S. Biddle,	Henry J. Chipman,
C. R. P. Rodgers,	Geo. W. Doty,
Henry Cadwalader,	Geo. Wells,
Jas. Withers Read,	John S. Neville,
Washington A. Bartlett,	Peter U. Murphey,
Robert Burts,	John B. Randolph,
Albert Smith Whittier,	Johnston B. Carter,
Richard M. Titltonson,	Wm. H. Adams,
Francis Winslow,	Jno. Smith Paterson,
T. M. Mix,	Fras. E. Baker,
J. C. Williamson,	Saml. Pierce,
Gough W. Grant,	Henry P. Robertson,
Benj. Romaine Nichols.	

Large Cargoes.

The following cargoes of cotton, each 2000 bales and upwards, have been shipped from southern ports since October last, principally to Liverpool:—

FROM NEW ORLEANS.

	bales.
Ship Nonantum,	2858
Br. ship Dumfrieshire,	2558
Ship Queen Victoria,	2557
Ship Constantine,	2529
Ship Oronoko,	2446
Ship London,	2412
Ship Echo,	2426
Ship Swanton,	2424
Ship, Pharsalia,	2389
Ship Tarquin,	2289
Ship Adirondack,	2288
Ship Octorara,	2275
Ship Coromando,	2257
Ship Kensington,	2240
Br. ship Henry Bliss,	2240
Barque Fanny,	2238
Barque Clyde,	2199
Ship Echo,	2189
Br. ship Dauntless,	2186
Ship Delhi,	2166
Ship Talleyrand,	2160
Ship Columbia,	2139
Barque Fanny,	2137
Ship Diadem,	2130
Ship Dublin,	2127
Ship Clifton,	2121
Ship Palmyra,	2114
Barque Liverpool,	2106
Barque Caledonia,	2092
Ship Narraganset,	2089
Ship Senator,	2087
Ship Osceola,	2087
Ship Robert Bruce,	2085
Br. ship North Britain,	2084
Ship Norman,	2079
Ship Osceola,	2066
Ship Princess Victoria,	2059
Ship Clifton,	2054
Ship Star,	2049
Ship Bowditch,	2047
Ship Areatus,	2038
Ship Hanover,	2038
Barque Eleanor,	2023
Ship Sea,	2020
Ship Edmund Perkins,	2019
Ship Adam Lodge,	2014
Ship Genl. Washington,	2011
Ship John Walker,	2009
Ship Liverpool,	2005
Ship St. Cloud,	2000
Ship Persia,	2000

FROM MOBILE.

Br. ship England,	3011
Ship Lyons,	2462
Ship Superior,	2343
Ship Asia,	2267
Ship Great Britain,	2180
Ship Carroll of Carrollton,	2152
Ship J. H. Shepherd,	2112
Ship American,	2038
Ship Wm. Goddard,	2010
Ship Severn,	2000

FROM SAVANNAH.

Ship Columbus,	2871
Ship Champion,	2226
Br. ship Gossiptum,	2220
Ship Britannia,	2026
Ship Westchester,	2022
Ship Edmund Perkins,	2022

FROM CHARLESTON, S. C.

We have no particulars at hand, except that of the Bri-

tish ship Scotland, which cleared with 2633 bales cotton and 1175 barrels naval stores.

The British ship Britannia cleared at Philadelphia for Liverpool, with 8500 barrels flour, 60 hhds. quercitron bark, 7 hhds. tobacco, and 10,000 hoghead staves.

The largest cargo of cotton cleared during the season, and we presume the largest cargo ever shipped from the United States, was that of the British ship England, which loaded at Mobile, and consisted of 3011 bales, all under deck, weighing 1,358,414 lbs. averaging more than 450 lbs. to the bale. Cost, \$195,863. Amount of freight, \$1165 6s. 4d sterling. Ship's tonnage, custom-house measure, 927 tons.—*New York Commercial List.*

STEAMBOAT DISASTERS.

The Alton Telegraph contains a list of steamboats lost or considerably injured on the Western waters, during the year 1838. We copy an abstract.

Whole number eighty, of which there were

Blown up,	8
Collapsed,	6
Burst steam pipe,	2
Burnt,	2
Snagged,	37
Sunk,	16
Collision,	2

Of these, 13 were lost on the Ohio—50 on the Lower Mississippi—5 on the Upper Mississippi—3 on the Missouri—2 on the Illinois—1 on the Arkansas—1 on Red river—1 in the Gulf of Mexico, and 5 in other places.

Of the eight blown up, one only, the *Morelle*, was on the Ohio; of the six collapsed, none; of the thirty-seven snagged, four were on that river.

Correspondence of the Journal of Commerce.

HAVANA, July 1, 1839.

In order to give you an idea of the rapid improvement of this Island in cultivation, I need only to refer you to the following facts:—In 1760, Havana exported only 13,000 boxes sugar; in 1838, 268,356. From 1790 to 1838, (50 years) 9,964,268; same time, hhds. molasses, 1,549,185. Coffee was introduced here by emigrants from St. Domingo in 1796; in 1814 Havana exported 8,334 bags; in 1826, 210,000; in 24 years, from 1815 to 1838 inclusive, 6,006,000 bags. In the past year, Havana exported tobacco in leaf, segars, and paper segars, more than \$3,000,000.

From January 1st to May 31, inclusive, the present year, the imports to this city have been, in flour alone, 7,200 barrels; the loss on which has been from one to three dollars per barrel.

1839—Exports from January 1 to July 1, from Havana.

Box sugars,	209,294
Coffee, bags,	162,000
Molasses, hhds.	33,645
Honey, tierces,	1,470
Beeswax, cwt.	3,463
Pipes of rum,	1,834
Thousands of segars,	81,212
Cwt. leaf tobacco,	6,624

These amount to about eleven millions of dollars, without saying any thing of numerous other articles.

The Memphis, Tenn. Enquirer notices the receipt of new flour in that town, manufactured from mills in the neighbourhood out of wheat of this year's crop. Its quality is asserted to be better than the best Ohio flour. The south western states are paying more attention to the raising of bread stuffs and other articles of food than they have heretofore done, and although by this course the planter will not have as large a cotton crop as when the whole of his lands and labouring force were directed to that single object, he will nevertheless be more independent and comfortable in all his relations.—*Baltimore American.*

COMMERCE OF MASSACHUSETTS From 1789 to 1838.

Years.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn'ta paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign	Total.				
1791	.	.	2,519,651	.	1,025,974	19,130	94,662
1792	.	.	2,888,104	.	810,696	12,010	112,644
1793	.	.	3,755,347	.	1,125,784	37,138	135,599 68
1794	.	.	5,292,441	.	1,465,439	327,594	143,783 61
1795	.	.	7,117,907	.	1,998,464	457,425	171,748 12
1796	.	.	9,949,345	.	2,354,150	814,374	186,199 69
1797	.	.	7,502,047	.	2,169,005	636,722	187,447 47
1798	.	.	8,639,252	.	2,133,144	800,094	178,798 41
1799	.	.	11,421,591	.	2,837,002	1,019,030	191,067 31
1800	.	.	11,326,876	.	3,165,182	1,008,234	213,197 28
1801	.	.	14,870,556	.	4,442,577	1,347,475	241,319 05
1802	.	.	13,492,632	.	3,428,245	1,712,580	209,704 40
1803	5,399,020	3,369,546	8,768,566	.	3,410,617	757,667	222,024 81
1804	6,303,122	10,591,256	16,894,378	.	5,401,415	1,572,074	250,638 47
1805	5,697,051	13,738,606	19,435,657	.	5,967,330	2,449,041	285,689 32
1806	6,621,696	14,577,547	21,199,243	.	6,209,725	2,479,026	306,075 87
1807	6,185,748	13,926,377	20,112,125	.	6,371,425	2,580,623	310,309 69
1808	1,508,632	3,619,690	5,128,322	.	2,294,717	895,243	266,519 91
1809	6,022,729	6,119,564	12,142,293	.	2,637,502	1,158,105	324,690 08
1810	5,761,771	7,251,277	13,013,048	.	3,951,671	1,150,488	352,806 82
1811	6,042,645	5,192,820	11,235,465	.	2,772,074	916,490	273,245 89
1812	3,935,229	2,648,109	6,583,338	.	3,173,930	451,682	266,976 20
1813	1,513,069	294,854	1,807,923	.	2,090,723	106,268	237,649 33
1814	1,078,077	55,722	1,133,799	.	1,492,580	24,599	225,774 05
1815	3,547,463	1,732,620	5,280,083	.	5,944,211	271,675	299,298 85
1816	5,008,974	5,127,465	10,136,439	.	5,947,343	1,034,222	274,049 63
1817	5,908,416	6,019,581	11,927,997	.	4,217,695	1,127,408	243,310 86
1818	5,698,646	6,299,510	11,998,156	.	4,916,317	1,188,087	172,886 14*
1819	4,873,992	6,525,921	11,399,913	.	4,741,022	1,192,842	176,269 93
1820	3,861,435	7,147,487	11,008,922	.	4,143,261	1,470,135	130,251 14
1821	3,698,517	8,846,174	12,484,691	14,826,732	4,701,645	1,282,844	196,975 45
1822	4,072,166	8,526,359	12,598,525	18,337,320	5,200,710	970,948	197,512 16
1823	3,944,985	9,738,254	13,683,239	17,607,160	4,527,616	1,396,935	165,393 15
1824	4,038,972	6,395,356	10,434,328	15,378,758	4,844,948	1,359,404	172,817 66
1825	4,262,104	7,170,883	11,432,987	15,845,141	5,761,649	1,224,124	173,344 71
1826	3,888,138	6,210,724	10,098,862	17,063,482	4,648,585	1,640,136	183,177 20
1827	3,820,349	6,604,034	10,424,383	13,370,564	4,809,693	1,233,308	225,111 40
1828	4,096,025	4,929,760	9,025,785	15,070,444	5,277,678	952,126	247,369 92
1829	3,949,751	4,305,186	8,254,937	12,520,744	5,139,090	1,161,869	227,067 92
1830	3,599,952	3,613,242	7,213,194	10,453,544	4,465,902	1,244,919	215,463 18
1831	4,027,201	3,706,562	7,733,763	14,269,056	6,057,447	955,536	225,226 15
1832	4,656,635	7,337,133	11,993,768	18,118,900	6,179,495	1,188,299	254,508 58
1833	5,150,584	4,532,538	9,683,122	19,940,911	4,223,852	1,169,669	276,723 86
1834	4,672,746	5,476,074	10,148,820	17,672,129	3,017,278	555,794	307,490 23
1835	5,564,499	4,479,291	10,043,790	19,800,373	3,866,539	587,091	331,173 47
1836	5,113,196	5,267,150	10,380,346	25,681,462	4,743,625	589,975	316,998 50
1837	4,781,901	4,856,289	9,728,190	19,975,667	.	.	288,346 47
1838	6,158,529	2,946,333	9,104,862	13,300,925	.	.	296,110 84

* This and the following years do not embrace Maine.

Having received the report of Commerce and Navigation, we shall be enabled to bring the period in the future tables, as we have in the above, down to 1838. For the sake of reference, and to render the tables heretofore inserted complete, the subjoined items are given, [see pp. 22, 31, 42 and 56.

1838	EXPORTS.		Total.	Imports.	Tonnage.
	Domestic.	Foreign.			
United States,	96,033,821	12,452,795	108,486,616	113,717,406	1,995,639,80*
New York,	16,432,333	6,576,138	23,008,471	68,453,206	181,031,39
Pennsylvania,	2,481,543	995,608	3,477,151	9,360,371	42,266,21
Maryland,	4,163,168	359,407	4,524,575	5,701,869	25,563,67

* Of every description—the others "registered" only.

From late British Journals received at the Office of the National Gazette.

The Archimedes Steam Vessels.

Since the melancholy accident which occurred on board this vessel on Thursday, the 3th of May, the public attention has been much directed to the probable result of the invention of the new Archimedes propelling screw, an erroneous impression having gone abroad, that the newly-invented propellers had been the cause of the accident. A number of distinguished patrons of science and eminent engineers have visited the vessel during the last few days, and the machinery and new propellers were examined with great minuteness, both with respect to the cause which led to the bursting of the boiler, and the probability of the propelling screw entirely superseding the present cumbrous and dangerous paddle-wheels. Amongst the visitors was the Earl of Dundonald, who expressed his unbounded admiration of the invention, and his thorough conviction that it would establish a new era in the science of steam navigation, get rid of the swell which causes so many accidents in our rivers, and would also prove extremely advantageous for warlike purposes, while to our commercial transactions it offered the means of speedy transit in the longest voyages that could be made, the steam power and propeller being merely used as auxiliaries in case of the wind not being favourable. The Earl also expressed his particular admiration of the vessel itself, which is one of the most beautiful models ever seen on the Thames. Sir Robert Seppings, the great naval architect, who was present at the inspection, expressed to Mr. Wimburst, of Limehouse, the builder of the vessel, an opinion that she was the finest model he had yet seen, and that the beauty of her water lines were as yet unrivalled. Captain Minter, the master of the Archimedes, an old and experienced master of steamers, bore testimony to her sailing qualities during the two trips she had made to Portsmouth and Margate, when the power of the new Archimedean screw or propeller was fairly tried, and with the most complete success, the vessel making 10½ knots an hour against a head wind and heavy sea.

The Archimedes is in appearance like a pleasure yacht; there are no paddle boxes, or any thing to indicate that she was propelled by steam, except her funnel, rising from her deck among the rigging. The propeller works under the stern of the vessel, in a well cut in the dead wood, and can be removed at pleasure when the wind is favourable for sailing. The propeller is made of iron, and describes a diameter of six and a half feet in its revolution, and its power in propelling the vessel is two-thirds greater than the most powerful paddles of the common description, but, owing to the shaft of the engine working so low down in the vessel in a longitudinal position, one-half of the power of the present engines, which are of forty-five horse power each, is lost, owing to the necessary complication of the machinery. It is proposed to use the rotary engines, by which a great saving of power will be effected, and which are believed to be better adapted to the new invention. When fitted with those engines, there is no doubt that a railway pace will be realized by the Archimedes.

On Monday, the valves of the boiler were taken to pieces by Mr. Smith, the patentee of the new propelling screw, in the presence of Mr. Niller, foreman to Messrs. Rennie & Co. the engineers. The result of the investigation was satisfactory as to the real cause of the late unfortunate occurrence, that if the valves had been in action at the time of the explosion, the boiler must have burst at a pressure not exceeding six pounds and a third on the square inch. It will scarcely be possible to believe that the boiler could have burst at such a pressure; and the inference then was that the valves had stuck, and this could only be attributed to the weakness of the boiler, which, not being sufficiently stayed, lost its shape, and in consequence caused the valves to become deranged. It is worthy of remark, that this is the first marine boiler made by Messrs. Rennie. It was constructed on a new principle, by which a larger surface of iron was at once presented to the fire, and more steam generated. There was but one opinion among the practical men present, as to the

weakness of the boiler, which is attributed to its form and great size. The company are determined to remove the boiler, and have nothing more to do with it. Mr. Smith declared that the vessel should not go out again with the boiler. It is intended to substitute other boilers of the ordinary construction. When the new boilers are put in, it is intended to send her to America, on an experimental trip. During her last voyage she excited great attention—a steamer without paddle-wheels, and causing no swell, surprised every one on the river, and since she has been in the East India Dock, she has been visited by a great number of persons.

A law of Pennsylvania, recently passed, after providing by Section 1, That every person holding one or more shares in the Philadelphia Savings Institution, shall be a member, and that the mode of voting for Directors in it, shall be the same as that required by the act of 25th March, 1824, in the case of certain Branches, contains the following Sections in reference to other Savings and Loan Companies:

AN ACT

Restricting Savings Institutions and Loan Companies.

SECT. 2. "It shall not be lawful for the said Philadelphia Savings Institution, or for any other Savings Institution or Loan Company within this Commonwealth, to charge or receive as interest, commission, or otherwise, from any person or persons, either directly or indirectly, for any loan or discount more than at the rate of six per cent. per annum, on the sum loaned or discounted; nor shall it be lawful for the said Philadelphia Savings Institution, or for any other Savings Institution or Loan Company, to offer or give in payment of any loan or discount by them made, or deposits withdrawn, any certificate or other paper, payable at a future day, but shall pay all loans, discounts, and deposits in current money; nor shall it be lawful for the said Philadelphia Savings Institution, or for any other Savings Institution or Loan Company, to issue certificates of deposit or other paper, as representatives of value payable at a future day, for any other than deposits of money bona fide made with them; and all such certificates shall be for the amount of the deposits so made, and for the time for which they have actually been deposited; and if any member, director, or officer of the Philadelphia Savings Institution, or of any other Savings Institution or Loan Company, shall advise or consent to any violation of the provisions of this section, or shall knowingly suffer them to be violated, shall forfeit and pay for each offence the sum of one hundred dollars, to be recovered in action of debt in any court of competent jurisdiction, to the use of any person suing for the same.

SECT. 3. "It shall not be lawful for the said Philadelphia Savings Institution, or any other Savings Institution or Loan Company, to issue any certificate of deposit or other paper, issued payable at a future day, to any person who shall be indebted to the institution or company, either as principal or security; and if any stockholder of the Philadelphia Savings Institution, or of any other Savings Institution or Loan Company, shall advise or consent to, or if any member, director, or officer thereof shall advise or consent to, or by neglect of duty shall suffer any issues of notes, certificates, or other paper purporting to be for the payment of any money, other than those for bona fide deposits for the term for which they were made as aforesaid, all such stockholders, members, directors, and officers so advising or consenting to, or suffering to be done, shall be severally liable for the payment of all such notes, certificates or other papers."

Cotton.—In the year 1770, when the wonderful improvements of an Arkwright began to be introduced into the machinery for spinning cotton, the annual consumption of cotton in British manufacture, was under four millions of pounds weight; and that of the whole of Christendom was probably not more than ten millions. In 1838, the consumption of cotton in England and Ireland, was about two hundred and seventy millions of pounds; and that of Europe and the United States together, four hundred and eighty millions.

From the Louisianian.

EXPORTS.

We are indebted to the collector, Mr. Breedlove, for the following table, showing the value of exports from New Orleans during the last quarter, amounting to the astonishing sum of twenty-two millions four hundred and seventy thousand dollars.

Value of Goods, Wares, and Merchandise of the Growth, Produce, and Manufacture of the United States, exported from New Orleans from April 1st to June 30th, 1839.

Exported in American Vessels.

Danish West Indies	\$7,554
Holland	12,182
England	7,919,470
Scotland	56,781
Gibraltar	61,394
British West Indies	17,479
Do. American Colonies	27,519
France on Atlantic	1,732,574
Do. on Mediterranean	21,887
Hayti	3,451
Spain on Atlantic	90,175
Do. on Mediterranean	66,403
Cuba	251,431
Venezuela	2,311
Cape de Verde	3,518
Brazil	21,854
Italy	107,640
Trieste	69,069
Mexico	98,225
Texas	166,786
	\$10,734,903

Exported in Foreign Vessels.

Sweden	125,627
Danish West Indies	7,550
England	2,735,970
Gibraltar	56,671
British West Indies	744
Do. American Colonies	32,291
Hanse Power	35,044
France on Atlantic	569,144
French West Indies	11,821
Spain on Atlantic	27,680
Do. on Mediterranean	11,300
Cuba	23,752
Africa	15,336
Brazil	4,725
Mexico	25,841
Texas	17,632
	\$3,703,328

Exported Coastwise.

New York	3,437,740
Boston	1,906,607
Philadelphia	869,036
Baltimore	609,807
Charleston	111,971
Savannah	18,849
Richmond	206,791
Providence, R. I.	89,997
Portsmouth	108,636
New London	12,938
Hartford	123,308
New Bedford	9,622
Portland	14,933
Wilmington	2,610
Newburyport	35,089
Thomaston	7,273
Mobile	851,317
Pensacola	214,195
	\$8,036,726

Recapitulation.

American Vessels	\$10,734,903
Foreign do.	3,703,328
Coastwise do.	8,036,726
	\$22,474,957

Tonnage.

Cld. American in foreign trade	7,312,170
Do. do. coastwise	7,429,850
	14,741,325-95

COLLECTOR'S OFFICE,

New Orleans, June 30, 1839.

JAS. W. BREEDLOVE, Collector.

MISSOURI UNIVERSITY.

The St. Louis Republican gives the following account of the decision of the Commissioners for the establishment of the State University in Missouri. It shows a commendable degree of interest in the object on the part of the people of the State.

State Seminary Located.—We learn that the Book Commissioners for building the State University, returned to Jefferson city, from their examination of sites proposed in the different counties, and opened the bids of the several counties on the 24th inst.—The following is a statement of the bids of the several counties, including the lands, viz.

Boon County,	\$117,921
Collaway County,	99,154
Howard County,	96,790
Cooper County,	46,137
Cole County,	38,064

Boon county being the highest bidder, and offering an eligible site, was selected as the county entitled to the location. We understand that Boon gives three hundred acres of land in a body, adjoining the town of Columbia, on a part of which stands the Columbia College building. The site is a beautiful one, probably equal in point of beauty, to any that could be selected in the State. The lands, a fraction less than three hundred acres, and the buildings, were valued at about \$3,000. The Board of Commissioners adjourned on the 25th inst. and have returned to their respective homes.

We congratulate the State upon the final settlement of this perplexing and always agitating question. The site is now selected, and upon it there is already erected a building of sufficient size for the immediate organization of the University, which should be organized at as early a period as practicable. The people of the State have too long been deprived of the benefit of the fund which was derived from the General Government for this purpose. This fund, it will be seen, is now greatly increased by the liberal donations of the people of Boon, and there no longer remains any difficulty in putting the institution into complete operation. We trust that those who have so loudly denounced the law under which the location was made, will now see that there was no real cause of opposition to it, and that the whole State will unite in pushing forward the institution to that reputation and usefulness which it becomes a State institution to have. We do not remember the provisions of the law, but suppose that the organization of the institution, the election of the professors, &c. depends upon the action of the curators or trustees appointed by the last General Assembly.

Quick Travelling.—A Company of U. S. troops left Carlisle at seven o'clock, yesterday morning, and landed safely at the encampment in Trenton, at seven in the evening, having travelled a distance of upwards of 150 miles in twelve hours.—*Her.*

To find the Value of a Diamond.—Ascertain the weight in carats, double that weight, and multiply the square of this product by 31. Thus a Diamond of four carats, 8 by 8 is 64, multiplied by 31, gives 1984.—*Ure's Dictionary.*

NEW YORK COUNTRY BANK NOTES.

From a report made by a committee appointed by various Banking Associations, in the western part of the State, we extract the following:—

The committee are unanimous in the opinion that it is expedient for all the banks organized under the General Banking Law, to provide funds for the redemption of their notes in the city, at a discount equal to the ordinary rate of exchange. After a full consideration of the subject in its various points of light, we have resolved to recommend that all the State Security Banks provide funds for the redemption of their notes in this city, at a discount not exceeding three-fourths of one per cent. Propositions were solicited from several of the city banks, and offers have been received from the North American Trust and Banking Company, the Atlantic Bank, and the American Exchange Bank. The proposition of the North American Trust and Banking Company, which is hereto annexed, has been selected by the committee as the most favourable and advantageous to the country banks.

Independently of the rate of discount proposed on notes presented for redemption by individual holders, the committee deem it advisable to recommend that the notes of the State Security Banks which may be remitted to the city by the country banks, including remittances from the Safety Fund Banks, shall be redeemed at a discount of one half of one per cent. on being regularly assorted, sealed up and presented to our city correspondent.

In conclusion, the committee respectfully recommend that the foregoing propositions be carried into effect by each of the State Security Banks. It is confidently believed that the proposed system of redemption at the great commercial centre of the country, and the public confidence in the superior soundness and security of our issues, will insure to the notes of the new banks perfect credit and a wide circulation throughout the Union.

J. S. GANSON, *Batavia.*
W. HUNT, *Lockport.*
W. H. ANGEL, *Watertown.*
HORACE WHITE, *Syracuse.*
JOHN J. KNOX, *Vernon.*
J. B. WILLIAMS, *Ithaca.*
WM. K. STROGO, *Geneva.*

Proposition of the North American Trust and Banking Company.

The North American Trust and Banking Company, propose to the committee representing the state security banks of this state, to open an account with those banks, and redeem their notes at such rates as they may direct. The North American Trust and Banking Company will allow an interest of five per cent. on balances being made up once in each week, and the interest to be credited semi-annually, and will charge $\frac{1}{2}$ of one per cent. as a compensation for redeeming the notes of the country institutions, which are to be sealed up and held subject to their order. The expense and risk attending the transmission of the notes to be borne exclusively by the several banks. It being understood that sufficient cash is at all times to be kept on deposit with the North American Trust and Banking Company, by each of the several banks, to meet such redemption.

Collections will be made by the North American Trust and Banking Company, at the current rates.

New York, July 16th, 1889.

JOSEPH D. BEERS, President.

WALTER MEAD, Cashier.

To Mariners.—A Triangular Monument of granite is erected on Bowditch's Ledge, Salem Harbour. The Ledge is $1\frac{1}{2}$ miles distant NNW. from Baker's Island Light House. The monument is twenty feet at the base, thirty-two feet high, points to the ESE, and bevels to six feet at the top. Above the structure is a black spar, 20 feet high, and on the top of which is placed a cage of lattice work, 10 feet by 6.

Whale Fishery.

In reply to the memorial from the merchants and others of New Bedford, caused by Judge Story's decision respecting a duty on whale oil, the Secretary of the Treasury communicates the following, which we copy from the New Bedford Mercury of the 16th instant:—

THE TREASURY DEPARTMENT,
6th July, 1889.

Gentlemen—Your memorial to the President of the United States has been returned by him to this Department.

He approves the views taken in the circulars of the comptroller, and in my letter to you of the 27th, and especially of the proposed remission of the foreign duties. That will leave the whole matter, in a fiscal view, as it stood before the late judicial decision.

He has not been able to discover any further relief that can be properly afforded by the executive. But the inconvenience of applying to the department for remission, which will still remain; and that only, connected with the revenue, can be lessened, though it cannot be avoided entirely, till new legislation is had, or the judicial decision before mentioned is over-ruled by some other court.

All the officers of the customs will be expected and doubtless will be happy to facilitate as much as possible the steps which those interested may find it necessary to take to procure relief, and I feel assured that as little delay and cost will be required in any quarter as are consistent with the laws.

In respect to the influence of the late decision on the safety of the whale ships abroad, and the discipline of their crews, it must be obvious that the executive cannot properly interfere with the administration of the laws, whether for civil or criminal liabilities, as between individuals or companies engaged in the fisheries.

But I have no hesitancy in expressing the opinion that our national vessels and consular and diplomatic officers will afford every protection in their power to American citizens, and to what is in fact and in good faith American property—though by inadvertence not accompanied by such papers as the Circuit Court have decided to be necessary and proper under particular acts of Congress.

Should you consider this last suggestion of sufficient importance to have new instructions sent abroad to that effect by the state and navy departments, I entertain no doubt they will be cheerfully issued on your writing to those departments for the purpose.

In the meantime, the apprehension entertained by some, that the crews of vessels departing from the United States under enrolment and license, would, at the end of a year, be legally absolved from their engagements, is not supposed by this department to be well founded. But on the contrary, the 6th section of the Act of 18th February, 1793, independent of any engagement under the Act of July 20, 1790, is believed to preserve, under certain prescribed declarations of the master, all rights and privileges till the arrival of the vessel in the United States.

Respectfully yours,

LEVI WOODBURY,
Secretary of the Treasury.

Messrs. J. A. Parker, Jos. Grinnell, A. Adams, C. W. Morgan, E. M. Robinson, James Arnold, Andrew Robeson, Committee of New Bedford.

Death of Judge Clayton.—Died at his residence in Athens, Ga., on the 21st ult., the Hon. Augustin S. Clayton. Judge Clayton was born in the state of Virginia, on the 27th November, 1783. He completed his education at the University of Georgia, in 1804.

There are now twenty-five thousand inhabitants in Wisconsin; and it contains more than 8,000 square miles.

The Madison Inquirer of the 1st, mentions that large colonies are expected there this summer from New York and Pennsylvania, 22,000 acres of land having been purchased for them around Fox Lake, a beautiful sheet of water four miles long and two in width.

ITEMS.

Another Revolutionary Patriot Gone.—Died, suddenly, in Milan, O., on the 4th inst. Mr. Timothy Conklin, a soldier of the revolution—at the age of 96. Mr. Conklin served as a lieutenant in the army under Washington. The regiment is not known—His former residence was in Dutchess County, N. Y. He came to reside in Milan township in 1834, and although at that time far advanced in life, he manifested, and continued to do so until his death, much of the spirit of '76. On the morning of the 4th, he came from his residence, a distance of three miles, to the village of Milan, where he assembled with his fellow citizens on the public square to unite in appropriate measures for the double purpose of celebrating the national anniversary, and the completion of the Milan canal. As the national banner rose to the top of the liberty pole on the public square, and was announced by a discharge of cannon, Mr. Conklin, who was at the time sitting in full view, was suddenly seized with an apoplectic fit, and was carried in a state of insensibility to his residence, where, in a few moments after his arrival, he expired.—*Norwalk Reflector*.

The Ohio.—No river in the world rolls for a thousand miles a current so smooth and peaceful. Its tributaries wind through as many valleys in ten different states. The Tennessee, the first in size, having passed a navigable course through three states, for more than one thousand miles, falls into the Ohio river fifty miles above its mouth; the Cumberland—sixty two miles—being navigable for steamboats to Nashville, and for keel boats three hundred miles further; the Wabash, two hundred miles; Green river,—two hundred and eighty miles from the mouth of the river—navigable two hundred miles, and two hundred yards wide at the mouth; the Kentucky, five hundred and four miles, navigable one hundred and fifty miles; Great Miami, four hundred and eighty two miles—navigable sixty four miles to the Salines, where annually is made from five to seven hundred bushels of salt; Great Muskingum, nine hundred and fifty miles. These are the principal auxiliaries which give substance and strength to the Ohio. In its course of more than a thousand miles, it washes six states, and with its tributaries, has more than five thousand miles of navigable waters. Its mean width is six hundred yards, with the exception of its lowest fifty miles, the average width of which is one thousand yards. The average rapidity of its current is three miles an hour. It rises fifty or more feet. At low water, its surface at Cincinnati is supposed to be one hundred and thirty feet below the level of Lake Erie, and four hundred and thirty above the tide water of the Atlantic. Such is the Ohio.

The Life Boat.—The packet ship Memphis was launched on Saturday afternoon, from the ship yard of Messrs. Smith, Deacon & Comstock. We have seen one of Francis's life boats, built for this ship, which will support from two to three hundred persons. We think that every ship going to sea with passengers should have one of these extraordinary boats. They are certainly as safe as the ordinary boat, and are believed, by competent judges, to be what they profess to be, life preservers. We are told that Capt. Gedney, of the United States navy, was at Stryker's Bay last week, and made a number of experiments—fully satisfying himself of the utility of the boats for the purpose which they are designed to effect. Captain Gedney anchored at Washington in Stryker's Bay, being the first time a public vessel has been above the city since the war of the revolution.—*Com. Adv.*

Bituminous Coal coming from Illinois.—The St. Louis Bulletin of the 25th June says:—"We perceive that Messrs. Kingland & Lightner are bringing bituminous coal from Peoria. The Missouri and Illinois coal found in this neighborhood, not answering for the manufacture of the fine parts of machinery, they were obliged to bring it from Pittsburg at a cost of about 50 cents per bushel; coal equally as good can be delivered here from Peoria, at about 15 cents per bushel. This, no doubt, will be the opening of an extensive trade, of mutual benefit to both places. Their establishment alone consumes about 10,000 bushels annually."

Spanish Seamen.—Mr. Bradford, the Consul of the United States at St. John, Porto Rico, has caused to be published a letter, warning American Captains and those engaged in trading to Spanish ports to be careful in shipping on board their vessels natives of Spain or its dependencies, without the consent of the re-sident Spanish authorities, or unless they are naturalized citizens of the United States, as the laws of Spain are such as not only to enforce, but make it obligatory upon the marine authorities to demand and enforce the discharge of all such persons without any reference whatever to their individual obligations.—He states that vessels trading to the Spanish Islands via St. Thomas, are most liable to these impositions, and consequently to inconvenience and loss.—*Boston Chronicle*.

The following anecdotes are taken from an eloquent speech of Mr. Tillinghast, delivered at Providence, on the 4th of July, at a dinner table with a band of the surviving soldiers of the revolution;

"The first blood drawn from the veins of a British officer in that great quarrel, was drawn by a shot from a Rhode Island musket—upon our own waves, within sight from the tower of that temple where we have this morning heard the scenes and principles of the revolution so eloquently reviewed by the orator of the day.

"The owner of that musket still lives in honor amongst us, still characterized by that native resolution, which the lapse of 67 years from that time has not been able to extinguish or abate. The first sword that waved in triumph upon the surmounted rampart at Yorktown, was a Rhode Island sword. The owner of that sword, as he clambered up the work, received upon his hands and arms the stabs of the bayonets that were aimed at his life, and having gained the summit and planted himself firmly there, he lifted his sword aloft in his bleeding hand, and called aloud to friends and foes, "Capt Stephen Olney's company forms here."

Despatch.—A person just returned from Washington City, has been gone six and a half days only, two of which were spent in that city—was travelling about 118 hours, say 59 each way, with an opportunity of sleeping a greater part of two nights in each passage, on board the steamboats between this city and Wilmington, and six or eight hours on board the steamboat Augusta, between Potomac Creek and Washington.

The whole distance is 545 miles, of which 230 miles are by steamboats, 245 by rail road, and 70 by stages. It is said, however, that the staging will be reduced 20 miles by the 1st of August, and 10 miles per month after, by the progressive completion of the Wilmington and Roanoke Rail Road.

The whole of this route is one of despatch, good order and comfort, as far as such a term can be applied to rapid travelling.—[*Charleston Courier*].

More American Genius.—A contractor on the public works in Illinois, has patented a new drill for excavating rocks. A fair day's work with one of these drills, and a good horse, is *forty-nine feet* in the solid rock, or seven holes, each *seven feet five inches* in circumference.

The people of Liberty county, Georgia, are in a state of great excitement and commotion, in consequence of the institution of suits, by a Northern Company, for a large body of land in that and several adjoining counties. The claim is said to be founded upon head-right grants, obtained from the State, chiefly from 1793 to 1795.

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VOL. I.

PHILADELPHIA, WEDNESDAY, JULY 31, 1839.

No. 6.

Philadelphia and Europe.

ATLANTIC STEAM NAVIGATION.

At an adjourned meeting of the citizens of Philadelphia, held at the Commercial Room in the Philadelphia Exchange, N. BIDDLE, Esq., in the chair, and ROBERT BALSTON, Esq., secretary, the Report of the Committee on the subject of Atlantic Steam Navigation, was presented by R. Alsop, Esq.

REPORT.

Fully sensible of the important effects that the establishment of a line of "Transatlantic" Steam Ships would produce upon the trade of this city, the Committee charged with the investigation of the subject, has of necessity taken a good deal of time before it could possess itself of the requisite information on which to found a report. To insure accuracy, a gentleman well qualified for the undertaking, was specially commissioned to proceed to, and have a personal interview with the principal builders and owners of steam vessels in Great Britain, and to collect such facts as would enable the Committee to arrive at just conclusions. He has performed the task entrusted to him in a manner highly satisfactory; his report, together with information derived from other undoubted sources, having furnished data required by the Committee, which, after a careful examination into the matter, reports on the several points of inquiry, as follows:

First—"On the practicability and expediency of hiring or purchasing a Steam Ship from some one of the English Companies, or elsewhere, to form an immediate connexion between Southampton, or some other British port, and the city of Philadelphia, to continue in use until suitable vessels for a regular line can be constructed."

Steam vessels, adapted to sea voyages, of from six to eleven hundred tons burthen, can readily be chartered in England for the object proposed. A specific offer was made of a steam ship, of the largest class named, for twenty one hundred pounds sterling a month; the owners to provide every article of equipment and stores. This vessel was engaged at the time in a lucrative trade on the west coast of England.

Steam ships of the foregoing description can be purchased in England without much difficulty. The *Sirius*—a vessel of about 700 tons—well known as the first British steam ship that arrived in New York, has been offered for sale at £30,000 sterling.

The Committee deems either of these measures inexpedient, satisfied that no efficacy can be given to hired vessels; and, as it is believed, none of them are of a suitable character, an impression might be made on the public mind adverse to the ultimate success of the undertaking, which depends upon the popularity of the vessels employed.

The second inquiry was—"To ascertain the relative cost of constructing vessels and engines in the United States and in Great Britain, and whether sufficient capital can be obtained on favourable terms to build a steam ship in each country."

The Committee have had offers from eminent builders in this country, to construct a vessel of the dimensions of the *Great Western*, complete in hull and spars, for \$95,000: or about £14 sterling per ton.

The cost of the hull, for moderate sized steam vessels, in London, is about £14 sterling per ton, as it comes from the carpenter's hands, leaving considerable more work to be done upon it. The *British Queen*, a vessel of 1860 tons, framed like the *Great Western*, was contracted for at £18 sterling per ton, and about £6 extra completes the equipment. The contract price for the *Great Western's* machinery, rated at four hundred horse power, was £24,000 sterling, or £60 sterling per horse power. Offers were received from the same builders to construct duplicate machinery upon the same terms. This machinery is known to be very perfect in all its parts, of great strength, and highly finished.

Other parties, the quality of whose work is not so well known, offered to construct machinery of the same dimensions at £55 the horse power. These prices may be considered to rule in Great Britain. No offers have been received from parties here to construct such machinery, and no opinion can therefore be given, at the present time, as to the relative cost of construction in this country and in Europe—so that these details must be left to future inquiry in the progress of the contemplated establishment.

No encouragement has been given to the idea of forming a joint company, with a direction in each country; but that of starting an independent vessel in England, to correspond with one on this side, is quite feasible. It must, however, be the subject of authorized negotiation.

The first movement must be made here, and the inquiry, whether sufficient capital can be obtained, will be answered only when the plan shall have been adopted, and laid before the public. It is for the capitalists of Philadelphia to say whether this enterprise shall be carried into effect or not. The whole community will be benefited by a trade which bids fair to produce important results—every one is interested in the undertaking; yet it is not just to call upon individuals to risk their money, without offering them a fair equivalent. The prospect of remuneration will therefore determine every one who is disposed to take a part, and to this point the attention of the Committee has been called.

Before attempting any estimates, it is necessary to determine the size of the vessel, and then apply the data in our possession. It is the opinion of the most judicious men, that, when the trade warrants their employment, large vessels have very decided advantages over smaller ones, as, independent of any other argument in their favour, experience has shown that the small vessels placed in the trade have not met with public favour, while those of a larger class have been crowded with passengers.

"The advantages of large steam ships over smaller ones, (says the Bristol committee, under whose auspices the '*Great Western*' was built,) are more apparent in bad weather than at other times; they can hold on a straight course with a gale 'a-beam,' when small vessels would be buried in the trough of the sea, and would be compelled to deviate so as to bring their bows or their quarters to the swell—either way losing ground. The large ships neither lose their way nor fall off so soon; they labour less, are more steady at their work, and their paddles are not so often alternately immersed and free." "The proportionate consumption of fuel decreases as the dimensions and power of engines are increased; consequently a large engine can be worked more economically than a smaller one. The resist-

ance of vessels to the water does not increase in direct proportion to the tonnage; this is easily explained—the tonnage increases as the cubes of their dimensions, while the resistance increases but as their squares; so that a vessel of double the tonnage of another, and capable of containing an engine of double the power, does not really meet with twice the resistance. Speed, therefore, will be greater with the larger vessel, or the proportionate power of the engine and consumption of fuel may be reduced; this accounts for the success of large vessels over smaller ones.”

“A large vessel having more hold on the water, is not forced to leeward like a small one; and exposing a less surface of upper works to her tonnage, is also less affected in comparison by contrary gales.”

“Expense in equipments does not ascend in the ratio of tonnage; very nearly the same crew, and expense of outfit and stores, that 800 tons require, would be sufficient for 1200 tons.”

“A most important consideration is, the relation of size, to speed and power; the grand desideratum being the largest possible size that can be efficiently propelled by the smallest possible power.”

From comparisons of power to tonnage, made in the British naval, as well as merchant service, it appears that increase of tonnage beyond a certain amount, say five hundred tons, does not require increase of power in the same ratio, that it does below that amount—and it is stated that a vessel of twelve hundred tons, modelled on the present improved principles, and propelled by engines of three hundred horse power, would contend much better against the elements, and go as fast as a vessel of six hundred tons and two hundred horse power, of the same build.

Were there a tolerable certainty of as much trade as could be accommodated, and there can be no doubt that, as the accommodations are increased, so will be the demands for them—the larger the ship, the more her relative capacity for stowage will be increased—a vessel of six hundred tons, for instance, (vide the *Royal William*,) being scarcely competent to carry sufficient fuel for the consumption of her engines during one trip across the Atlantic.

The larger, the more popular she will be, and of course command, not only more freight, which her increased capacity will enable her to take, but the decided preference of passengers, over smaller vessels.

Therefore, assuming as a fact, that the requirements and capabilities of the trade are equal to it, the Committee has no hesitation in recommending the construction of a vessel of twenty-five hundred tons burthen.

From the data already submitted, the cost of such a vessel may be estimated as follows, namely:

Hull and equipments, at an outside price, to cover all possible contingencies, say at \$100 per ton, is	\$250,000
Engines, 600 horse power, at £60 sterling, (It is believed that 500 horse power would be quite sufficient.)	180,000
Furniture and incidentals,	50,000
	<hr/> \$480,000

Although the estimates for hull and equipments are put down at an outside price, yet those for furniture and incidental expenditures are necessarily mere estimates. To provide therefore against the possibility of a want of means to perfect the undertaking, the Committee recommends that a capital of not less than five hundred and fifty thousand dollars be provided.

The rates at which steam ships can be hired, has already been stated; these rates, of course, would yield a satisfactory profit to the owners, for the skill and capital employed. Upon these data, the returns from a vessel of twenty-five hundred tons, for a voyage out and home, assumed to occupy six weeks, (no allowance whatever being made for the decrease of expenditure or saving in cost, by the increase of size,) must be £7,161, or at \$4 80 to the pound sterling, \$34,372 80, to give the same percentage of re-

turns to the proprietors. To obtain this result there would be required, say

600 tons of merchandise each way, is 1200 tons, at \$10,*	\$12,000
5000 letters each way is 10,000, at 25 cents,	2,500
100 passengers each way is 200, at a gain of \$100 on each passenger,	20,000
	<hr/> \$34,000

It is estimated that a steam ship of 2500 tons will be able to stow at least 800 tons of merchandise, with perfect convenience, over and above the space required for her fuel, provisions and stores, and that she might have very ample accommodations for 400 passengers. If, therefore, the probabilities of the trade are equal to this estimate, the project is not only a perfectly safe, but promises to be a very profitable one—for, from the best calculation the Committee has been able to make, the expenses of a ship of twenty-five hundred tons, including interest on first investment, “wear and tear,” and every imaginable charge, excepting port dues, which are trifling, ought not to exceed seventeen thousand dollars, and probably would be less than \$16,000, for the trip out and home, supposing that to occupy six weeks.

The expenses of EVERY DESCRIPTION, including an estimate for “wear and tear,” and interest on capital invested, of the “*Great Western*,” have been computed at or near £2000 sterling, or about \$10,000; her tonnage is 1340. Assuming then that the ship of 2500 tons would sail at even double the expense of the “*Great Western*,” there would be a gain of near \$14,000, should the number of passengers and amount of freight prove to be equal to that assumed in the proforma; of course, all excess beyond would be so much additional profit.

The “*Great Western*” is stated to have cleared in two trips out and home—that is, two out and two home—something like £7,000 sterling, or about \$17,000 each trip, the average number of passengers having been one hundred and sixteen. Her extreme capability for their accommodation being only 128 for what are termed “first class,” in other words, “cabin” passengers.

The Committee has already stated the terms on which competent builders have offered to construct a vessel; but the contracts for both vessel and machinery, the general execution of the plan, every thing, in fine, connected with or appertaining to the business, must be entirely deferred to the good judgment of the gentlemen who may be intrusted with its management.

The next inquiry was, “In what mode the project should be undertaken in regard to the investment of capital, and particularly to state whether a limited partnership, with proper general partners to manage the business, or an incorporated company, would secure more fully the confidence of the public in the proposed undertaking.”

The laws of Pennsylvania present a feasible mode of accumulating large resources, upon one object, by a partnership, in which, while the whole responsibility rests upon the parties who become the general partners or managers, the special partners are liable only for the amount of capital they may choose to risk—while their shares are transferable at pleasure.

The success of such an organization must, of course, depend on the character of the general partners; and the Committee, therefore, think it better to leave to the subscribers the option of either a limited partnership or a general act of incorporation.

Having thus endeavoured to reply to these several inquiries

* \$10, or 40 shillings sterling, is the current rate of freight on sailing vessels between Liverpool, and this port, steam ships will undoubtedly obtain much more for a long time to come. The steam ship *Liverpool* had £7, or \$35; but \$10 has been assumed as a rate which challenges denial, as well as competition.

ries, some remarks may be permitted as to the material best adapted to the construction of marine steam vessels. The great and increasing interest which is felt on the subject of iron steam vessels, has led the Committee to consider all the facts within its knowledge, and has resulted in the conviction, that they possess superior advantages over vessels built of wood.

The first cost would be less; but the chief advantages they possess are:

1st. The capacity of an iron vessel for tonnage, the linear dimensions being the same, is greater, in consequence of the diminished space occupied by the material, in about the proportion of 43 to 50.

2d. They are more buoyant, and therefore will attain a greater speed with the same propelling power, in consequence of presenting a diminished area to the resistance in proportion to the tonnage.

3d. The duration without repair is greater in iron than in wooden vessels. This has been satisfactorily tested; for vessels of iron have been in use 16 years, without suffering from oxydation to a serious extent, while a frame vessel, in the same period, would have required copping several times, as well as caulking and other repairs.

4th. Safety from fire is another decided advantage in the iron vessel; and the plan pursued of dividing them into four or five compartments, renders them less liable to the risk of foundering. The bulk heads, which divide the vessel, serve the double purpose of giving additional strength, and protecting the cabin from all unpleasant smell from the machinery.

5th. The danger from lightning is diminished, for the whole vessel becomes a good conductor of electricity.

The capabilities of iron steam vessels in a heavy sea have been fully tested, and the fact established, that great buoyancy and light draught of water are among the most important advantages possessed by these vessels as "sea boats."

Until lately, the greatest objection to a vessel of iron has arisen from the fact, that the compass was affected by local attraction; but a series of experiments has lately shown, that a magnet placed on board overcomes the difficulty, and restores true action to the needle.

In selecting the materials to be used, these facts should be well considered.

To recapitulate—the Committee has arrived at the following conclusions:

First—That it is inexpedient to purchase or hire any steam vessel already built; but that a steam ship could be constructed of suitable dimensions adapted to the packet trade.

Second—That the relative cost of construction in England or the United States, may be the subject of further inquiry; but that the selection of the place where contracts are to be executed, should be left to the discretion of those to whom the management of the concern may be intrusted.

Third—That the establishment of a Line of Steam Ships, suitably constructed, will prove very advantageous to the trade of the port, and offers fair prospects of remuneration to those who may embark their capital in the business.

Fourth—That a company ought to be formed with a capital of \$500,000, either under the provisions of the Limited Partnership Law, or the Act of Incorporation, as the subscribers may determine.

On motion of Thomas Robbins, seconded by Wm. D. Lewis, Esq. the following resolutions were adopted:

Resolved, That this meeting heartily concur in the Report just made, and that the Committee who presented it are hereby authorized to carry into effect the plan proposed by them, by immediately inviting subscriptions to the association recommended.

On motion of Wm. B. Read, Esq. it was Resolved, That the Report of the Committee be printed in such form as they may deem expedient.

N. BIDDLE, Chairman.

ROBERT RALSTON, Secretary.

Philadelphia, 6th February, 1839.

GRAIN, SALT, COAL, &c.

Amount of the following articles measured in the Philadelphia district, during the quarter ending July 1st, 1839.

Reported for the Commercial List.

Corn,	- - -	bushels	162,780
Wheat,	- - -	do.	137,959½
Rye,	- - -	do.	43,632
Oats,	- - -	do.	82,202
Barley,	- - -	do.	19,246½
Flaxseed,	- - -	do.	2,358½
Salt,	- - -	do.	17,410
Coal,	- - -	do.	19,366
Cloverseed,	- - -	do.	203
Timothy seed,	- - -	do.	28½
Buckwheat,	- - -	do.	61

BALTIMORE.

CITY REGISTER'S OFFICE,
Baltimore, July 15, 1839.

The following is the amount of inspections in the city of Baltimore, for the quarter ending 30th June, 1839, exclusive of returns made to the state, viz.:

Wheat flour,	bbls.	107,663
Wheat flour,	hf. bbls.	4,248
Rye flour,	bbls.	2,600
Rye flour,	hf. bbls.	48
Corn meal,	hhd.	131
Corn meal,	bbls.	2,122
Corn meal,	hf. bbls.	77
Beef, foreign packed,	bbls.	515
Beef, Baltimore packed,		51
Beef, Baltimore packed,	hf. bbls.	15
Beef, foreign packed,		28
Pork, foreign packed,	bbls.	6,729
Pork, foreign packed,	hf. bbls.	101
Pork, Baltimore packed,	bbls.	27
Pork, Baltimore packed,	hf. bbls.	2
Lard,	bbls.	204
Lard,	hf. bbls.	17
Lard,	kegs,	10,637
Butter,		368
Butter,	hf. bbls.	15

JESSE HUNT, Register.
[American.]

FREDERICKSBURG, VA.

Flour inspected in the corporation of Fredericksburg during the quarter ending June 30th.

Superfine,	- - -	bbls.	8,914
do.	- - -	half bbl.	107
Fine,	- - -	bbls.	189
Middlings,	- - -	do.	625

J. CROMP, Inspector.

FALMOUTH, VA.

Flour inspected in the town of Falmouth, during the two quarters ending 30th June.

Superfine,	- - -	bbls.	12,462
Fine,	- - -	do.	430
X. middlings,	- - -	do.	266
do.	- - -	do.	90

DUFF GREEN, Inspector.

Georgia Silk Culture.—Owing to the large bounty wisely given by the State, the silk business is going ahead most vigorously. Around Athens alone, 457 pounds of cocoons have been raised, and brought in for bounty, and a Silk Journal is to be published.

Summary statement of the quantity and value of Goods, Wares and Merchandise imported into the United States in American and foreign vessels, commencing on the 1st day of October, 1837, and ending on the 30th day of September 1838.

SPECIES OF MERCHANDISE.	Quantity.	Value.	SPECIES OF MERCHANDISE.	Quantity.	Value.
MERCHANDISE FREE OF DUTY.			MERCHANDISE FREE OF DUTY.		
Articles imported for the use of the United States -	-	\$3,316	Silks, other than from India, viz:	-	\$171,030
Articles specially imported for incorporated philosophical societies, seminaries, &c., viz.	-	-	Lace veils, shawls, shades, &c. -	-	8,106,675
Philosophical apparatus, instruments, &c. -	-	11,629	Other manufactures of -	-	1,522,272
Books, maps, and charts -	-	21,394	Manufactures of silk and worsted -	-	-
Statuary busts, casts, and specimens of sculpture -	-	3,086	Camlets of goats' or camels' hair, as cashmere of Thibet -	-	95,252
Paintings drawings, etchings, and engravings -	-	5,768	Worsted and stuff goods -	-	3,033,465
Cabinets of medals and collections of antiquity -	-	-	Linens, bleached and unbleached -	-	3,526,001
Specimens of botany -	-	7,239	Ticklenburgs, osnaburgs, & burlaps -	-	362,725
Models and inventions of machinery -	-	-	Sheetings, brown and white -	-	325,345
Anatomical preparations -	-	-	Bolting cloth -	-	28,972
Antimony, regulus of -	-	3,346	Wool not exceeding 8 cents per lb. -	6,551,126	445,478
Lapis calaminaris, tutenague, spelter or zinc -	-	78,481	Quicksilver -	-	115,534
Burr-stones unwrought -	-	27,999	Opium -	-	83,726
Brimstone and sulphur -	-	42,214	Crude saltpetre -	-	142,889
Bark of cork tree -	-	3,467	All other articles -	-	5,033,607
Clay unwrought -	-	4,421	Total -	-	60,860,005
Rags of any kind of cloth -	-	465,448	MERCHANDISE PAYING DUTIES AD VALOREM.		
Undressed furs of all kinds -	-	514,038	Manufactures of wool—	-	\$5,195,965
Hides and skins, raw -	-	2,036,629	Cloths and cassimeres -	-	152,968
Plaster of Paris -	-	131,876	Merino shawls -	-	401,375
Barilla -	-	82,196	Blankets, not above 75 cents each -	-	545,171
Wood, dye -	-	283,156	above 75 cents each -	-	856,965
Unmanufactured mahogany -	-	392,959	Hosiery, gloves, mitts, and bindings -	-	315,065
Animals for breed -	-	26,377	Other manufactures of wool -	-	86
All other -	-	150,219	Woollen yarn -	282	136,608
Pewter, old -	-	923	Worsted yarn -	-	-
Tin, in pigs and bars -	-	213,967	Manufactures of cotton—	-	-
In plates and sheets -	-	1,025,642	Dyed, printed, or coloured -	-	4,217,551
Brass, in pigs and bars -	-	38,006	White -	-	980,142
Old -	-	2,868	Hosiery, gloves, mitts, and bindings -	-	767,856
Copper, in pigs and bars -	-	888,916	Twist, yarn, or thread -	-	222,114
In plates, suited to the sheathing of ships -	-	551,781	Nankeens -	-	27,049
For the use of the mint -	-	-	Other manufactures of cotton -	-	384,618
Old, fit only to be re-manufactured -	-	90,885	Silks from India, China, &c.—	-	-
Bullion, Gold -	-	230,694	Piece goods -	-	1,176,455
Silver -	-	892,843	Sewing silk from India, &c. -	-	34,237
Specie, Gold -	-	11,444,189	from other places -	-	323,941
Silver -	-	5,679,390	Lace of thread and cotton -	-	576,868
Teas from India, China, &c. lbs	14,414,046	8,495,151	Flaxen goods -	-	-
Coffee -	88,139,720	7,640,217	Dyed and color'd linens, checks, &c. -	-	57,339
Cocoa -	2,739,255	188,729	Other manufactures of flax -	-	388,758
Fruits, Almonds -	597,167	50,360	Hempen goods—	-	-
Currents -	303,737	22,577	Sail-duck -	-	683,070
Prunes -	88,485	8,748	Other manufactures of hemp -	-	47,292
Figs -	617,171	34,285	Hats and bonnets—	-	-
Raisins in jars and boxes -	6,587,966	394,999	Leghorn, chip, straw, grass flats, &c. -	-	398,729
All other -	2,558,305	85,858	Fur, wool, and leather -	-	16,132
Spices, Mace -	7,208	7,032	Manufactures of iron, or of iron and steel, &c.—	-	-
Nutmegs -	51,648	52,143	Side arms -	-	16,568
Cinnamon -	61,602	66,340	Fire arms not specified -	-	177,115
Cloves -	152,411	30,765	Drawing-knives -	-	15,838
Black pepper -	3,529,068	167,321	Cutting-knives -	-	1,341
Pimento -	1,251,742	74,135	Hatchets, axes, and adzes -	-	11,534
Cassia -	474,820	36,657	Socket chisels -	-	19,440
Ginger -	64,632	3,865	Steeleyards and scalebeams -	-	12,440
Camphor -	13,838	3,000	Vices -	-	20,042
			Sickles, or reaping-hooks -	-	3,640
			Scythes -	-	32,647

TABLE CONTINUED.

SPECIES OF MERCHANDISE.	Quantity.	Value.	SPECIES OF MERCHANDISE.	Quantity.	Value.
MERCHANDISE PAYING DUTIES AD VALOREM.			MERCHANDISE PAYING SPECIFIC DUTIES.		
Spades and shovels - - -	—	\$11,892	Oil cloth, other than patent floor cloth - - -	84,029	\$23,481
Squares of iron - - -	—	4,370	Cotton bagging - - - sq yds	1,670,337	173,223
Wood screws - - -	—	107,266	Wines—		
Other articles of iron - - -	—	2,636,884	Madeira, in casks and bottles gals	201,513	372,433
Manufactures of—			Sherry, in casks and bottles - "	92,879	126,823
Copper - - -	—	57,166	Sicily, in casks and bottles - "	320,287	119,820
Brass - - -	—	242,031	Red, of France, in casks - "	1,206,130	270,474
Tin - - -	—	30,081	Other of France, in casks - "	473,798	114,895
Powder - - -	—	24,485	Of France, in bottles and cases - "	301,513	549,482
Lead - - -	—	1,728	Red, of Spain & Austria, in casks - "	181,307	52,986
Wood—cabinet ware - - -	—	75,655	Other of Spain, Austria, Germany & the Mediterranean, in casks gals	909,819	300,963
other articles - - -	—	123,859	Of other countries, in casks - "	637,651	352,673
Leather - - -	—	594,648	in bottles - - -	24,219	57,816
Marble - - -	—	13,036	Spirits, from grain - - -	1,071,630	432,508
Gold and silver, and precious stones, set or otherwise - - -	—	161,406	from other materials - - -	2,021,146	1,044,325
Watches, and parts of - - -	—	486,341	Molasses - - -	21,196,411	3,865,205
Glassware, cut, and not specified lbs	147,794	41,922	Vinegar - - -	66,714	10,023
plain, and other - - -	675,852	80,029	Beer, ale, and porter, in casks - "	8,447	6,822
other articles of glass paying a duty of 20 per cent. - - -	—	188,775	Beer, ale, and porter, in bottles - "	113,744	118,472
Wares—			Oil, of foreign fishing—		
China and porcelain - - -	—	152,000	Spermaceti - - -	2	2
Earthenware and stone - - -	—	1,233,536	Whale and other fish - - -	781	209
Plated, not specified - - -	—	114,890	Olive, in casks - - -	80,641	56,461
Gilt - - -	—	46,395	Castor - - -	26	20
Japanned - - -	—	27,392	Linseed - - -	447,779	229,383
Saddlery, common tinned, & japanned	—	62,220	Rapeseed - - -	374	200
Plated, brass, and polished steel - - -	—	130,204	Hempseed - - -	1,750	602
Coach and harness furniture - - -	—	4,063	Teas, from other places than India and China - - - lbs	4,066	2,004
Carriages, and parts of - - -	—	8,296	Chocolate - - -	1,976	748
Staves of all kinds - - -	—	38,968	Sugar—Brown - - -	139,200,906	6,466,109
Quills, prepared - - -	—	10,407	White, clayed or powd - - -	14,678,228	1,120,421
Black-lead pencils - - -	—	4,602	Loaf - - -	2,654	242
Paper hangings - - -	—	39,988	Candy - - -	294	27
Hair-cloth and hair-seating - - -	—	57,314	Other refined - - -	1,608	186
Brushes of all kinds - - -	—	27,039	Sirup of sugar-cane - - -	164	6
Copper bottoms - - -	—	5,401	Cayenne pepper - - -	36	14
Sheet and rolled brass - - -	—	—	Candles—Wax and spermaceti - - -	549	223
Silvered or plated wire - - -	—	3,486	Tallow - - -	152,611	13,437
Raw silk - - -	—	29,938	Cheese - - -	123,944	14,692
Indigo - - - lbs	401,524	363,406	Soap - - -	481,295	31,921
Wool, unmanufactured, exceeding 8 cents per pound - - - lbs	417,237	87,493	Tallow - - -	1,325,731	91,349
Articles not enumerated, at 5 per ct.	—	29,375	Lard - - -	80	9
Do. 10 do. - - -	—	968	Beef and pork - - -	990,768	26,576
Do. 12 do. - - -	—	1,717	Bacon - - -	215,268	20,959
Do. 12½ do. - - -	—	154,978	Butter - - -	13,579	1,688
Do. 15 do. - - -	—	777,675	Saltpetre - - -	370	27
Do. 20 do. - - -	—	8,446	Vitriol, oil of - - -	130	5
Do. 25 do. - - -	—	805,301	Salts, Epom - - -	80	4
Do. 30 do. - - -	—	41,309	Glauber - - -	43	11
Do. 35 do. - - -	—	901	Tobacco, manufactured—Snuff - - -	5,384	5,224
Do. 40 do. - - -	—	87	Cigars - - - thousands	81,287	841,043
Do. 50 do. - - -	—	225,732	Other than snuff and cigars - lbs	2,403	660
Total - - -	—	27,090,480	Cotton - - -	1,529,566	160,990
MERCH. PAYING SPECIFIC DUTIES.			Gunpowder - - -	25,470	7,538
Funnels - - - sq yds	199,740	\$98,011	Bristles - - -	115,190	30,413
Bookings and baizes - - -	179,803	61,968	Glue - - -	1,051	121
Carpetings—			Ochre, dry - - -	1,242,301	18,245
Turkey, Brussels, Wilton, and treble ingrained - - -	130,034	194,301	in oil - - -	2,807	161
Other ingrained, and Venetian - - -	161,213	121,032	Red and white lead - - -	522,681	38,683
Floor cloth, patent, print'd or paint'd	21,128	22,516	Whiting, and Paris white - - -	181,888	846
			Litharge - - -	3,278	185
			Sugar of lead - - -	303,626	17,674
			Lead—pig, bar, and sheet - - -	165,944	6,573
			Shot - - -	1,247	58

TABLE CONTINUED.

SPECIES OF MERCHANDISE.	Quantity.	Value.	SPECIES OF MERCHANDISE.	Quantity.	Value.
MERCHANDISE PAYING SPECIFIC DUTIES.			MERCHANDISE PAYING SPECIFIC DUTIES.		
Lead—Leadens pipes - - -	7,428	\$438	Paper, folio and quarto post - lbs	24,726	\$11,690
Old and scrap - - -	59,526	1,697	Foolscap, drawing and writing -	746,120	95,975
Cordage, cables and tarred - -	1,441,464	75,142	Printing, copperplate and stainers' -	4,856	1,168
untarred and yarn - - -	194,914	9,917	Sheathing, binders', wrapping, and		
Twine, packthread, seines, &c. -	852,661	88,338	box-boards - - - - lbs	71,716	4,673
Corks - - - - -	138,254	27,803	All other - - - - -	26,869	11,565
Copper, rods and bolts - - -	2,654	567	Books, printed previous to 1775 vols.	2,080	2,065
Nails and Spikes - - - -	2,589	810	In other languages than English,		
Fire-arms—Muskets - - No	6,409	21,114	Latin, and Greek - - - vols	100,944	72,706
Rifles - - - - -	126	1,722	In Greek and Latin, bound - lbs	1,108	1,291
Wire, cap or bonnet - - -	1,499	1,019	unbound - - - - -	2,684	1,941
Iron and steel wire, not above No. 14	110,766	7,363	All other, bound - - - -	16,702	20,147
above No 14 lbs.	72,744	12,133	unbound - - - - -	65,300	74,024
Tacks, brads, and sprigs, not ex-			Apothecaries' vials and bottles, not		
ceeding 16 oz. per thousand M	3,908	696	above 6 oz. each - - - gross	150	619
Exceeding 16 oz. per thousand lbs	555	77	Above 6, and not above 16 oz. -	100	539
Iron, nails - - - - -	837,661	70,159	Perfumery & fancy vials and bottles—		
Spikes - - - - -	358,073	18,556	Not above 4 ounces each - gross	58	405
Cables & chains, or parts thereof -	2,089,259	88,597	Above 4, but not above 16 oz. each -	10	194
Mill-saws - - - - - No.	1,752	5,572	Demijohns - - - - - No.	49,854	14,911
Anchors - - - - - lbs.	195,262	11,741	Glass bottles, blk., not ab. 1 qt. gross	27,482	148,293
Anvils - - - - -	524,343	34,158	above 1 quart - - -	7	86
Blacksmiths' hammers & sledges -	60,740	3,283	Window glass, not above 8 inches		
Castings, vessels of - - -	748,092	20,316	by 10 - - - - 100 sq. ft.	857	3,909
all other - - - - -	1,442,496	49,382	Above 8 by 10, & not ab. 10 by 12 -	982	4,390
Round iron, as brassiers' rods, of			Above 10 by 12 inches - - -	4,432	46,928
3—16 to 8—16 in diam. - -	319,474	10,648	Fish, dried or smoked - quintals	2,015	14,111
Nail or spike rods, nail plates, &c. -	3,191	94	Salmon - - - barrels	3,790	58,791
Band, scroll iron, or casement rods,			Mackerel - - - - -	182	1,595
slit or hammered - - - lbs.	121,998	2,712	All other - - - - -	3,521	21,775
In sheet and hoop - - -	5,679,796	208,192	Shoes and slippers, silk - pairs	5,334	3,070
In pigs - - - - - cwt	243,830	319,099	Prunella, nankeen, &c. - -	973	801
Old and scrap - - - - -	8,789	7,567	Leather, kid, morocco, &c. - -	34,776	23,401
Bar, manufactured by rolling -	723,486	1,825,121	Children's - - - - -	3,999	1,308
manufactured otherwise - -	426,389	1,166,196	Boots and booties - - - -	12,173	33,425
Steel - - - - -	38,145	487,334	Playing cards, - - - packs	18,645	818
Hemp - - - - -	81,391	512,506	Felts, or hat bodies, wholly or partly		
Alum - - - - -	826	2,282	of wool - - - - - No.	700	512
Copperas - - - - -	186	281	Total value of mdz. paying specific		
Wheat flour - - - - -	12,731	44,272	duties - - - - -	-	25,766,919
Salt - - - - - bushels	7,103,147	1,028,418	Paying ad valorem duties - -	-	27,090,480
Coal - - - - -	3,614,820	308,591	Free of duty - - - - -	-	60,860,005
Wheat - - - - -	894,536	896,560			
Oats - - - - -	6,600	2,492			
Potatoes - - - - -	54,282	20,511	Total - - - - -	-	\$113,717,404

TREASURY DEPARTMENT, Register's Office, May 18, 1839.

T. L. SMITH, Register.

Capitol of Ohio.—The corner stone of the new capitol was laid at Columbus, on the 4th, with appropriate ceremonies. The Ohio Journal states, that after a prayer by Dr. Hoge, Ex-Governor Morrow, made a brief and heart-stirring address, and performed the rite unto which he had been appointed. In the cavity of the nether stone, securely packed in strong, white flint-glass jars, were placed the mementos of the present age, in the order following:

A copy of the Declaration of American Independence.

The constitution of the United States, and the constitutions of the several twenty-six states.

The Ordinance of 1787, for the government of the north-western territory.

The present statutes of Ohio.

The Bible.

The first and second part of the transactions of the Historical and Philosophical Society of Ohio.

Specimens of all the gold and silver coins of the United States.

Newspapers of recent date, to the number of one hundred and fifty, comprising those published in Ohio and the chief cities of the Union.

Several statistical works and periodicals.

Specimens of our agricultural and manufacturing productions, among which was a beautiful article of silk, produced in Ohio.

A glass tube, hermetically sealed, in which was contained a scroll, bearing the following inscription:

"The corner stone of the Capitol of Ohio, in the United States of America, was laid under the direction of the Commissioners, by Jeremiah Morrow, Ex-Governor of the state, and one of its earliest pioneers, in the presence of the officers of state, and a large concourse of citizens, on the 4th of July, in the year of our Lord, 1839, at meridian—being the 63d. anniversary of our National Independence. The state of Ohio, being the 16th state admitted into the Union, was organized as an independent state, in the year of our Lord, 1802."

Norris's Locomotive Engines.

The inventive genius of Americans in mechanical arts is acknowledged by all well-informed men abroad, and in the foreign demand for Mr. Norris's engines is signally proved. It may be remembered, that several months ago, the contracts made with Mr. N. by several European Rail-road companies, were announced.

An engine ordered for the Grand Junction Company of England, is thus described in the London Morning Journal. The United States Gazette says that the English locomotive weighed fifteen tons, with twelve inch cylinders, eighteen inch stroke, driving five wheels. The Philadelphia locomotive weighed only eight tons, with ten inch cylinders, eighteen inch stroke, and four feet driving wheels. The gross burthen was one hundred and twenty tons. Let American mechanicians go on; they will soon manufacture every thing for ourselves, and many things for all the world beside.

American Locomotive Engines.—It will be recollected, that a contract has been entered into between the Birmingham and Gloucester Rail-way Company and Mr. Norris, of Philadelphia, United States, for the supply of locomotives for the Gloucester Rail-way. The contract was conditionally made, on the first engine manufactured by Mr. N., performing certain work agreed upon. As much interest has been felt in this country with reference to the contract, and as some doubts were entertained as to the correctness of the representations made respecting these engines, we have pleasure in giving the following particulars as to the engine sent over to this country by Mr. Norris, and the work it has actually performed on the Grand Junction Rail-way, in conformity with the agreement to which we have alluded.

"The England" weighs about eight tons, without water or fuel; she is built much lower and smaller than the engines commonly in use here, and has six wheels, the driving pair being four feet in diameter. The cylinders are ten and a half inches in diameter, and are enclosed in proper cases to prevent radiation; stroke eighteen inches. The machinery is of the simplest construction, and consists of a much smaller number of parts than we have been accustomed to see. The cylinders are placed on the outside of the framework, which allows the advantage of a straight axle; and the general appearance of the engine more nearly resembles that of the old "Rocket" engine, than any with which we are acquainted. The engine is got up in a most superior style, and is finished, even to the most minute particular, in a very beautiful and workmanlike manner; every part having been executed with perfect accuracy, by means of self acting machinery.

As a proof, indeed, of the mathematical correctness of the work, we may mention that the steam-tight joints are formed simply by the bringing into contact of metallic surfaces; the workmanship of which is so true, as entirely to supersede the necessity of packing of any kind. The boiler is similar to those used in engines manufactured in this country but it contains only seventy eight tubes, instead of from one hundred to one hundred and forty, the number commonly used in those on our railways; and the consumption of fuel, compared with the work performed, is, we understand, very small. The task undertaken to be performed by "The England" was to run from Birmingham to Warrington, fourteen journeys each way, carrying one hundred tons in the gross, and performing the distance, eighty miles, at the rate of twenty miles per hour, which the engine has accomplished considerably within the specified time of four hours; the average time having been about 3 hours and 50 minutes, or the actual running time, without stoppages, from 3 hours 9 minutes to 3 hours 19 minutes. On one occasion, it is stated that the engine brought into Birmingham the enormous load of one hundred and twenty-six tons, drawing it up the inclined planes without any assistance; and on no occasion has it failed to perform the required duty, nor has even the least derangement of any part of the machinery taken place. It should also be mentioned, that the various parts were never put together until its arrival in this country, when they were first fitted at Liverpool, the day previous

to making a trip; nor has a tool been applied to the engine since she was first set up. We understand the conditional order to Mr. Norris for ten engines, of similar capability, has been confirmed.

River Distances.

The following table of distances between Pittsburgh and New Orleans, and prices of passage, was prepared for the Pittsburgh Advocate, by a gentleman connected with the steamboat business. These are what may be considered the regular rates of passage; but it is proper to observe that circumstances, such as the state of navigation, the abundance or scarcity of passengers, &c. vary these rates more or less.

	Miles.	Fare.
<i>From Pittsburgh to</i>		
Economy	18	\$ 75
Beaver, Pa.	12	30
Wellsville, O.	27	50
Steubenville, O.	23	78
Wellsburgh, Va.	7	80
Wheeling, Va.	16	96
Marietta, O.	84	180
Parkersburgh, Va.	121	192
Point Pleasant	80	272
Galiopolis, O.	4	276
Guyandott, Va.	36	312
Portsmouth, O.	55	367
Maysville, Ky.	50	417
Ripley, O.	12	429
Cincinnati, O.	53	482
Port William, mo. Ky. river	80	562
Madison, Ia.	20	582
Westport, Ky.	22	604
Louisville, Ky.	28	632
Rome, Ia.	100	732
Troy, Ia.	35	767
Yellow Banks, Ky.	30	797
Evansville, Ia.	50	847
Henderson, Ky.	12	859
Shawneetown, Ill.	55	914
Smithfield, mo. of Cumb'd.	65	979
Mouth of Ohio	65	1044
New Madrid, Mo.	75	1119
Memphis, Tenn.	150	1269
Helena, Ark.	85	1354
Vicksburg, Miss.	300	1654
Natchez, Miss.	110	1764
New Orleans, La.	300	2064

The above are the rates of what is called cabin passage, and includes boarding. Deck passengers find themselves, and are carried at about one-fourth of these rates. The part of the boat occupied by these is comfortable enough; has berths and some conveniences for cooking. It is a cheap and rapid, but not desirable mode of travelling.

Vehicles.—A gentleman who happened to be in New York a few days since, states that having an idle half hour on his hands, he, about four o'clock in the afternoon, commenced counting the vehicles that passed a certain house in the Bowery. The result in thirty minutes was as follows:

Carriages,	38
Omnibusses,	67
Wagons,	33
Drays,	82
Aggregate,	220

This, be it remembered, was at a late and comparatively dull hour in the afternoon, and in the course of thirty minutes. Any one who will make the calculation, will find that even in a matter of this kind, the Commercial Emporium on this side of the water, may fairly compete, every thing considered, with the Great Metropolis on the other.

Incompetency of an Infidel Witness.—Judge Wilkins, in the United States Court at Detroit, has decided that the testimony of an atheist is not admissible.

ITEMS.

Death of Col. Alston.—An Obituary notice of Col. William Alston, in the Charleston Mercury of July 1st, contains the following passage:

"At the commencement of the Revolution, he left college, and took the field as a volunteer in defence of the liberties of his country. Though he did not enter the regular army, he served at different periods throughout the war under the partizan leaders, whose services and exploits form the brightest page in the history of South Carolina. He was a Captain under Marion, and was entrusted by him with the defence of a fort in the harbor of Georgetown, when that town was menaced by the enemy. Colonel Alston loved to dwell on the virtues and services of Marion, and was fond of relating anecdotes illustrative of his character. On the return of peace, Colonel Alston resumed the cultivation of his paternal estate on the Waccamaw, near Georgetown, which he pursued without interruption, until within a few years of his death, and with almost unexampled success. Devoted to agricultural pursuits and the cares and duties of domestic life, he avoided as far as possible, all public employments. He, however, served for several years as a member of the Senate of this State, and was one of the Democratic electors of President and Vice President, at the time of the memorable contest between Jefferson and Adams. He soon retired, however, from public life, and from that period devoted himself exclusively to his private affairs.

The graves of several revolutionary officers who fell near Philadelphia by the arms of the enemy, were mentioned by us recently in an editorial paragraph and a suggestion was made of the propriety of collecting the remains of the gallant dead in this vicinity, and erecting a monument to their memory. A correspondent in the annexed letter answers several questions satisfactorily concerning the burial place of certain patriots of '76

PHILADELPHIA, July 12th, 1839.

To the Editors of the *National Gazette*.

Gentlemen,—Begging you to excuse an anonymous communication, a reader of your paper of yesterday would respectfully state, that Major Witherspoon was buried at Beggarstown (now called Franklinville by its delicate inhabitants) above Germantown in the graveyard of the Lutheran Church, (St. Michael's) of which the Rev. Mr. Richards is pastor. General Nash was riding at the head of his brigade and had arrived in front of the grave yard above mentioned when a ball struck his leg, broke it and passing on, dashed out the brains of the Major, who was acting as his aid. At the middle of that portion of the yard which is in front of the church about three spaces to the left of the gravel walk (facing towards the church) stands a headstone which bears the following inscription

Here lies the body of
Major JAMES WITHERSPOON
Of the Jersey Brigade
Who fell in the Battle of Germantown,
October 4, 1777.

The writer has been informed by a gentleman now residing in Germantown, to whom the public are indebted for valuable historical contributions, that Captain Turner of North Carolina, and Major Irwine lie, together with six men in one grave in the east corner of the upper burial ground of Germantown, which adjoins the Concord school house.

The following extract is from an article published in the *Germantown Telegraph* of March 18th, 1839 (credited to the *Southern Literary Messenger*.)

"The remains of this gifted and accomplished soldier, Gen. Mercer, now sleeps in Christ Church yard at Philadelphia. Impelled by filial love, his youngest son, in the year 1817, sought his place of interment. The venerable Mr. Dolby who had attended the funeral, was still the sexton, and as-

sisted in the pious search; and near the grave on the southern side of the brick enclosure were faintly inscribed the letters "Gl. M." A plain and unadorned marble slab now marks the grave, bearing the simple yet expressive epitaph: 'In memory of Gen. Hugh Mercer, who fell at Princeton, January 3d, 1777.'"

We find in the Washington, (Pa.) Examiner, the subjoined article upon the Wool market, and its chance of supply, which we copy, for the information of those of our readers who have a direct interest in the information.

The Wool Market.—The wool trade with which our town has for some weeks been enlivened, is now nearly over, and the wool of the county has generally passed out of the hands of the growers, at what are considered fair prices. Most of the good clips have been sold at fifty to fifty-five cents, and some very choice lots at sixty cents per pound.

On communicating with a gentleman of experience in the business, as to the operations of this season, contrasted, with others, we have received some interesting data, which we make the basis of a remark or two. Our farmers universally complain of very light fleeces, and attribute it to the excessive drought of the last summer and fall; and whatever may be the primary cause, the fact is indisputable. This, added to the rapid reduction of our flocks, has greatly reduced the quantity of wool usually sent from the county; and from the number of sheep we have known within a month to leave the county for eastern markets, there must be a much greater reduction next season.

We have no means of ascertaining the quantity of wool shorn in this county the present season. Some years since it was estimated at from 400,000 to 500,000 lbs., and we doubt whether it has been to half that amount this year.

Formerly, we knew a single dealer to buy 70,000 lbs; but now, from what we gather from the buyers, we suppose the whole quantity sold in this borough, to be less than 130,000 lbs. The wool of this season, however, it may be stated as a fact creditable to the wool growers, and mutually advantageous to them and the buyer, is excellent in quality and in good condition.

We have all an interest either immediate or remote in this business, as we believe since we became distinguished as a wool growing county, a general improvement throughout our whole territory has been experienced, and which almost every man whether owner of the soil or of the flocks, or dependent for his living upon his labour, feels to his advantage.

An improved species of Cotton has been discovered in Alabama. The Southern Agriculturist says that it grows much taller than the common plant and bears a number of short lateral branches only four or five inches in length, and bearing twin pods or clusters of six or seven pods on each branch. The cotton is finer than any other kind of short staple, commands four or five cents more, and the product is very much more abundant. The plant with leaves like other cotton, resembles the okra in other respects, and in good land will reach a height of eight or nine feet.

The seed is not in general use, and the small quantity to be had sells at very high prices. It ripens earlier than the other cotton, and stands a better chance, therefore, of escaping the worm, which is very destructive to late crops in the South-west.

The trade of Wilmington, N. C., is fast gaining the proud ground occupied by that port in former times. The number of vessels which entered during the past year, is one hundred and fifty-one more than entered the year before. The advantages accruing to Wilmington by the concentration of steamboat and railroad communication at that point, will, we hope, soon place her in a position far beyond her pristine prosperity.

The Franklin Fire Insurance Company of Philadelphia, have extended their capital \$400,000, by disposing of 2000 additional shares of stock, authorized by charter, with a view to afford more ample security to the assured.—*N. American*.

COTTON TRADE.

As a matter of record, we insert the following documents: 1st, What is considered a manifesto of the Cotton Spinners of Manchester, England—2d, Proceedings of a meeting held at Macon, Geo.—and 3rd, A Circular emanating from several influential gentlemen of the Southern and South-western States, in relation to Cotton;—all which will no doubt excite considerable attention, and may lead to important results.

The Manifesto of the Cotton Spinners.

From the Manchester Guardian, July 3d.

THE AMERICAN COTTON SPECULATIONS.

As the Great Western will sail on Saturday next for the United States, we think a few observations upon the origin, present state, and probable consequences of the extraordinary speculation in cotton in the United States, may not be entirely without interest on either side of the Atlantic; and if they should have any effect in checking the extreme disposition of the American planters and merchants to resort to speculative means of bolstering up the price of their great commodity, to the great injury of the English manufacturers in the first instance, and their loss ultimately, our purpose in writing them will have been fully answered.

As some of the American speculators have recently urged the agreement entered into by certain spinners in this neighbourhood to work short time as an excuse for the speculative advances which they propose to make, or rather which they wish to obtain, it is necessary to go back a little, and to see what was the real origin of the speculation in America, and of the diminished consumption in this country. On referring to our own file, for the last year, we find the following article, which appeared on the 29th of December, some time before there had been any agreement to work short time amongst any portion of the spinners in this country:

"The continued action of the banks of the United States on the cotton market, by their extraordinary and unwarranted efforts to bolster up prices by advances to the planters, to enable them to keep their cotton out of the regular markets, has begun to excite a feeling of alarm and irritation in this neighbourhood; for, although it is well known that prices must in the end be regulated, as they ought to be at all times, by the natural operations of supply and demand, it is still easy to see that the interference now practising in the southern states of America may very probably have the effect of temporarily forcing up prices here to a very serious extent; and the spinners will be compelled either to stop their works, or to purchase the raw material at rates which they know cannot be permanent, with the certainty of loss from its subsequent decline in value. That the system of advances from the banks, with the view of keeping cotton for a time out of the market, is now carried to a very considerable extent, the recent advices from all parts of the cotton growing states abundantly testify. On Saturday last, we inserted a circular issued by Mr. Ingersoll, nominally as agent to Humphreys & Biddle, of Liverpool, but really as agent to the Bank of the United States; and we now find in the New York Daily Express of the 7th December, another circular of the same kind, but emanating from a different quarter. It is in the following terms:

"MISSISSIPPI UNION BANK.

"JACKSON, Nov. 16, 1858.

"Sir—The directors of this institution, believing that the cotton crop of this state will fall short, and that planters will postpone the sale of their crops until the deficiency is known, propose to advance 60 dollars for every bale of good cotton, weighing 400 lbs. delivered to the agents of this bank, to be appointed at the following shipping points, viz.: at Natchez, Vicksburg, Grand Gulf, Rodney, Manchester, Vol. I.—11.

Technia, Satartia, Marion, Greenwood, Grenada, Columbus, and Mississippi city. The owner to deliver to this bank the said agent's receipt, with the mark, number and weight of each bale, together with a note, payable twelve months after date, with two or more good securities, to be submitted to the board for said advance.

"The cotton to be shipped to Liverpool, or such other market as may be designated by the party delivering the same, at his risk and expense, and sold on account of this bank. The proceeds, together with the exchange, both foreign and domestic, to be credited on his note, and the rate of the domestic exchange to be established by the current rate, at the time the account of sales is received.

"Respectfully, W. P. GRAYSON, Cashier."

"Now, as the advance mentioned in this circular, sixty dollars a bale, amounts to fifteen cents a pound, which, at the time when the circular was written, exceeded the market price at New Orleans, and with the freight and charges to which it would be liable, exceeds also the current price in this country at the present moment, it is not easy to conceive what legitimate object the Mississippi Union Bank can have in making such advances. But it is alleged in one of the American papers, that another establishment in Mississippi (the Brandon Bank, we believe,) has offered to advance 70 dollars per bale! or 17½ cents per pound, and this on cotton at that time worth 14 to 14½ per pound in the New Orleans market!"

The circular of Mr. Ingersoll, alluded to in the preceding extract, turned out, as our readers may recollect, to have been wholly unauthorized, either by the Bank of the United States, or by Humphreys & Biddle; but the circulars of the Mississippi Union Bank and the Brandon Bank were perfectly genuine; and it became well known in this country, that those and several other establishments of the same kind were advancing largely at most extravagant rates upon cotton consigned to their order; and that, consequently, a very great advance had taken place in prices in all the ports of the United States.

The effect of all these proceedings upon the trade of Manchester and the neighbourhood, might have been foreseen by any one who had paid attention to the occurrences of the last 20 or 30 years. The cotton spinners had had too much experience of the results of former speculations, and the issue of former predictions of deficient crops, to place the slightest confidence in the views of the American speculators—and as a body, they refused to act in accordance with those views. Notwithstanding the palpable falling off in the receipts of cotton at the American ports, which appeared to corroborate the account of short crops, the spinners gave no credit to those accounts; because it was impossible to say how far the supply had been artificially checked, in order to favour the views of the speculators; and, after working out their stocks, they gave with great reluctance the advanced prices which began to prevail on this side of the Atlantic. The buyers of goods and yarns too, who distrusted the results of the speculation quite as much as the spinners, were also disposed to clear out their stocks before they ventured upon fresh purchases; and the too rapid extension of manufacturing machinery for the last year or two, having produced an accumulation of manufactures, which could have been taken off only by means of low prices and general prosperity—the effect of these joint causes was greatly to depress the price of manufactures as compared with those of the raw material; and the spinners found, that an advance of some 2½d. per pound in the cotton they were buying at Liverpool, did not cause an advance of more than a farthing per pound in yarn.

That this unsatisfactory state of things was entirely brought about by the American speculation, we do not mean to assert; the probability is, that without any such speculation the trade of the spinner would not have been very profitable during the present year; but there can be no doubt, that by the speculation the depression was greatly aggravated. The evil, as we have already explained, did not consist in the high price of cotton, so much as in the general distrust of the stability of that price, which was

produced by a knowledge of the speculative dealings in the United States. The buyers of goods, without paying any particular attention to the relative prices of raw cotton and manufactured goods, very naturally argued, that, if prices had been raised to a certain level by the speculative advances of the American bankers, they would be likely to fall considerably whenever those advances were withdrawn, and the speculation wholly broken down. The disinclination to purchase might have been pretty much the same, even if the prices had been lower than they were, provided there had been the same want of confidence in their stability.

How different would have been the situation of all parties concerned, if the cotton crop had been, from the first, fairly put upon the market, and the price left to be determined by the natural operations of supply and demand? If the quantity was so deficient as the planters allege, (and that there was a considerable deficiency seems now probable enough) the fact would very soon have been manifested by the deficient supplies, which, in the absence of speculative combinations, would have been taken as correct indications of the amount of the crop. Prices would, consequently, have risen, without materially checking the consumption; they would, probably, have been decidedly higher at the present moment than they now are, and with a tendency upwards, instead of being in a state of rapid decline, which, if we may judge from the following facts, is likely to be carried considerably further.

It appears from the Liverpool United Brokers' Circular, that the stock of American Cotton in Liverpool, on Friday last, was no less than 459,920 bales, which without any further importation, will afford a supply of 17,650 bags per week, for the remaining 26 weeks in the year. But the purchases for consumption of American cotton in Liverpool, during the first 26 weeks of the year, have been only 278,117 bales, or an average of 10,700 bales per week. And if we assume that there were in the hands of dealers and spinners at the commencement of the year, about 80,000 bales more than at the present time, the consumption, during the first half of the year, has not amounted to more than 13,000 bags per week. And what are the prospects of consumption for the latter half of the year? Unless there should be a very speedy break down of the speculators giving confidence to dealers in and consumers of cotton goods, as well as to spinners and manufacturers, the consumption of American cotton for the second half of the year cannot materially exceed that of the first. At the present time, far from increasing, the consumption is rapidly declining, the present week having witnessed the commencement of short time amongst the spinners at Bolton, (who have entered into an engagement to work not more than four days per week,) at Wigan, where ten mills are now standing entirely, and the remainder, with one exception, working half time on the average; and in different parts of the country, where the consumption is diminishing every week. If, then, the consumption for the second six months of the year should not exceed that for the first six months, there will be on the 31st of December next, 100,000 bags remaining out of the present stock in Liverpool, together with the whole of what may be imported from this time to the end of the year, which cannot be estimated at less than 250,000 or 300,000 bales. With such a stock at the conclusion of the year, and with a coming crop of extraordinary magnitude, we leave our readers to judge what are likely to be the prices of cotton at that time; and what is likely to be the condition of the parties who have engaged in one of the most rash and insane speculations of modern times. That they will be crushed by the weight of their undertaking, is already perfectly clear; and the longer they persist in their present course—the more of temporary aid they may receive from speculative bankers, the more will consumption be diminished—the more signal and exemplary will be their punishment—and the more extensive will be the consequent derangement of the commerce, the agriculture, and the currency of the United States.

Such are the consequences of excessive speculation—such are the evils inevitably resulting from attempts to monopolize

a commodity in extensive use, or to bolster up its price by artificial means. This is far from being the first attempt of the kind that has been made with respect to cotton, which appears to have invited more speculation than almost any other commodity of equal magnitude; and we believe no instance has yet occurred where the speculation has not involved in severe distress and suffering, if not in utter ruin, the great bulk of the parties engaged in it, and unfortunately the evil has not stopped there, but has always extended far and wide amongst those who were perfectly innocent of the errors which have given rise to it.

We fear that the planters and merchants of the United States are as a body, far too prone to engage in undertakings which are entirely inconsistent with the ordinary rules of commercial enterprise; but they will be bad learners indeed if the result of their present speculation does not make some impression upon their minds.

The Manifesto of the Cotton Planters.

From the Macon (Geo.) Messenger.

At a very large and respectable meeting of the citizens of the city of Macon, called to take into consideration the annexed Circular addressed to the Cotton Planters, Merchants, Factors, and Presidents and Directors of the several banks of the Southern states, Isaac G. Seymour, Mayor of the city, was called to the Chair, and Washington Poe appointed Secretary.

The Chairman, after stating the object of the meeting, proceeded to read the said Circular; after which the following resolutions were offered by Absalom H. Chappell, Esq., and seconded by Mr. Jerry Cowles, and unanimously adopted by the meeting.

Resolved, as the opinion of this meeting, That cotton, the great staple of the Southern and South-western parts of the Union, having become, in a very eminent degree, the controlling commodity of the commercial world, and the influence which it exercises over the agricultural and commercial prosperity of our own country, and especially of the cotton growing region of it, being of the most absolute and paramount character—therefore it particularly behoves the citizens of the Southern and South-western states, earnestly to deliberate whether any, and what system can be applied to the cotton trade, that shall impart to it greater steadiness and certainty, and secure to the commodity, with at least some approach to uniformity, what may be properly called its due and natural price—that is to say, a price based on the proportion of the annual supply, to the annual demand of consumption; thereby protecting it, as far as possible, from those violent, ruinous, and incalculable fluctuations which are of such frequent occurrence, and which are, in numerous instances, the direct offspring of artificial causes and combinations.

Resolved further, That this meeting concur in the views set forth in the circular which has been read to the meeting from the Chair, and that we believe the measures therein recommended, are sanative in their character, and if carried out as contemplated, will be conducive to the interests of the cotton growing states, and therefore should commend themselves to the consideration of every citizen of the South, whatever may be his calling or profession.

Resolved, That fully appreciating the compliment bestowed upon our city, in selecting it as the place of meeting for the proposed convention, we do most cordially and earnestly solicit our fellow citizens of the Southern and South-western states, and the Territory of Florida, to meet us at this place on the fourth Tuesday in October next, to deliberate on the important matters disclosed in the before mentioned circular.

Resolved, That a committee, to be composed of twenty-one, be appointed by the Chair, to effect the object embraced in the last resolution, and that said committee have full power to adopt such measures as to them may seem proper to obtain a full meeting of all interested in the subject set forth in this circular.

Whereupon, the Chair appointed the following gentlemen that committee:

A. H. Chappell, Everard Hamilton, J. Cowles, James Goddard, Richard H. Randolph, Eugenius A. Nisbet, D. C. Campbell, Elias Beall, L. L. Griffin, Charles Cotton, Geo. Jewett, Leroy Napier, N. C. Monroe, Ambrose Baber, A. Clopton, Richard K. Hines, E. D. Tracy, Henry G. Lamar, Levi Eckley, Wm. B. Parker, and Isaac Scott.

Resolved, That the Chairman be added to that committee.

On motion of Henry G. Lamar, Esq. it was Resolved, That the editors of newspapers in this, and all the states interested in the subject, be requested to publish the said circular and resolutions.

Resolved, That the editors of papers in this city are requested to publish the above proceedings.

On motion, the meeting adjourned.

ISAAC G. SEYMOUR, *Chairman.*

WASHINGTON PER, *Secretary.*

July 17, 1839.

To the Cotton Planters, Merchants, Factors, and Presidents and Directors of the several Banks of the Southern States :

CIRCULAR.

FELLOW CITIZENS:—Interested like yourselves, in the cultivation and disposal of the great staple of American agriculture and commerce, we have accidentally met in this city, in the midst of a crisis which discloses some strikingly momentous features of the history of this most important branch of the trade of our country.

When the Cotton Crop of the United States was a mere item in its trade, and did not reach a production exceeding five hundred thousand bales, it was perhaps safe to consider it as one among many articles of barter and exchange, which, left entirely to the fortuitous circumstances of commerce, would find its level under the influence of the ordinary laws of trade, without the means of resorting to any means of precautionary protection.

Times, however, have changed. Cotton has passed from the condition of a mere article of commerce, to the performance of the mighty function of being, in a great degree, the regulator of the exchanges, and the standard of value of our country. If the nature of this material forbids its entering into our circulation, it is scarcely less the basis of our currency, than the precious metals; for the fluctuations in its price are felt with a sensibility equally as acute and searching, as any of those variations which belong to the demand and supply of these sensitive and mysterious tokens of national value.

The production of this staple has now become so immense, that it behooves those who produce it by a large investment of capital at a high rate of incidental cost, and in a climate perilous to human health, to consider well, whether there are not some material circumstances in reference to the mode in which this product of their labour is shipped from this country, and is brought to market at the point of its final sale and consumption, which demand the application of a prompt and effective remedy. In one word, is not the important fact disclosed, that such is the unwieldy amount of this great staple of Southern industry, that it cannot be sent forward and disposed of at fair remunerating prices, through the ordinary medium of the mercantile establishments of this country and in Europe, without the direct co-operation of our banking institutions? If we have become satisfied of this fact, ought we not to organize a system, which shall give perfect security to this great interest in the commerce and finances of our country? The unwise and ruinous system of sending the crop forward to houses of circumscribed means, on the other side of the water, who are incapable of holding their consignments an hour beyond the maturity of the bills drawn against such shipments, subjects, in fact, nearly the whole amount of American interests to foreign combination, which might act, not only with entire concert, but with a perfect knowledge of the period, when from the maturity of the acceptances in question, property to a stupendous amount belonging to this country, may be ready for sacrifice,

The great and vital change which must be effected, is to sustain American interests by American credit. To realize at home, the resources necessary for the protection of our property abroad, without the necessity of large and inconvenient drafts on the capital and means of our great customer. In other words, the commercial reform we desire, is to send our great staple to market, without the period being determined by the date of a bill of exchange, when it is to be brought forward for absolute and unnecessary sacrifice. We believe that the steadiness in price which would result from a portion, at least, of the cotton crop being exempt from the disastrous fluctuations arising from compulsory sales, would in the end be scarcely less valuable to the spinner and consumer in England, than to the grower and shipper here. A fact, which, we think demonstrable from the following postulates, which we consider altogether self-evident:

1. The natural price of cotton is the effect of the fair and natural influence of supply and demand.

2. The price cannot be steady, and the article cannot be current, so as to admit of safe calculations on the part of the planter, the manufacturer, and the merchant, unless the price be natural. It is, consequently, the interest of these three classes, that the article should be protected, on the one hand from any great and undue speculative action, which might inflate prices above the natural rate; and on the other, from any derangement in the money market, or any other accidental cause which might depress it below that rate. The effect of great and undue speculation being to derange the money market, and to produce reaction with an undue depression of prices.

3. The state of the currency mainly depends on the means which the country possesses, to pay its foreign debt, by shipments of its produce. To the extent its produce or manufacture falls short of that object, exports of specie may be induced, the effect of which must be a reduction of the circulation, with depreciation of property and general distress.

4. Cotton, in this country, being by far the most important produce, and affording the great means of paying its foreign debt, it is the interest of the community, and particularly of the moneyed institutions, that the price of it in England (the great market,) should be steady, and that the article should be of current sale, so as to be the means of large and effective remittance. It follows that the interests of the banking institutions here, are the same as those of the three classes first mentioned, namely, that the price should be natural, that it may be steady, and of easy realization.

5. The interests of the British Government, of the Bank of England, and of the banks of that country in respect to this article, are the same as the interest of the banks here—the importation there being immense, and the employment of a most numerous body of the labouring classes, depending on the steadiness of prices. When they are not steady, the foreign demand for manufactured cotton is reduced greatly, the operatives are thrown out of employment, and the great means of settling the balance of trade, without the exportation of the precious metals are withdrawn—manufactured cottons affording by far the most important branch of the export trade.

6. Consequently, any arrangement that could be formed by which the article would be protected from the effects of undue speculation, and from the depression in the money market, and by which steadiness of price, with currency of sale, would be promoted, would save some of the greatest and best interests in both countries.

7. It is, therefore, proposed to form a system by which, with the commencement of the new crop, advances on cotton shall be made with the capital or credit of banks here, thereby relieving the consignee in Europe from all care or consideration, except the advantageous sale of his stock, which would promote all the interests, and afford general satisfaction on both sides of the water, provided it were not made the means, directly or indirectly, of undue speculation or monopoly.

Having thus indicated the principles on which the proposed system must find its justification and basis, we will

now, as succinctly as possible, detail the means of carrying it into effect.

We are far from imputing any premeditated hostility of the Bank of England to American interests; on the contrary, it is one of the benevolent influences of commercial intercourse, to promote peace and good will among nations and men. Hence this great engine of the commercial grandeur and opulence of Great Britain, acting under an enlightened instinct, must rather desire that its best customer should at all times be in a condition to meet her engagements with entire punctuality and success.

But there are epochs in the commerce of England, whether from insufficient harvests, a languid demand for her manufactures, or political combinations, when the bank may, from urgent policy, limit her discounts, and increase her rate of interest. This event can never occur, without its having a blighting influence on any surplus of our great staple, which might be unsold in England. Surely, if the Bank of England can exercise (unavoidably) an influence thus prejudicial, we may resort to our own American banks as a means of security and protection, without the invidious clamor of combination and monopoly. It is time that the absurd and senseless cry on the subject of banks making advances on cotton, should be understood and finally put down. The truth is, that by the mere purchase of the foreign exchanges of the country, they advance on nearly every bale of cotton subject to foreign export, and this without the security of the bill of lading and policy of insurance, on the mere personal responsibility of the drawers and endorers of the bill. Hence these losses are most comprehensive and disastrous after every commercial crisis and revolution.

Now, we propose giving to the banks, in all cases, the higher protection of these securities, and that early next autumn, one or more banks in each of the great commercial cotton markets of the South, should commence making advances on the crop, according to a scale to be graduated by what will be a safe calculation of its probable amount, assuming 12½ cents at home, to be about the fair natural average and remunerating price of this staple, on a product of sixteen hundred thousand bales, which is about as large a return as the actual labour of the country now engaged in this branch of industry is capable of harvesting—the embarrassments of the South-western states having prevented the planters in those states from making any purchases of slaves from the Atlantic states during the last two years, whilst not less than 10 per cent. of the slave labour of the South has been abstracted in the same period, from the cultivation of cotton, and applied to the raising of provisions, and to the construction of those extensive rail-roads now in progress throughout that portion of the Union.

For these advances, we propose that the banks should issue to the planters, merchants, and factors of the country, on the production of the bill of lading, and the assignment of the policy of insurance, Post Notes of such description and payable at such periods, as a Convention hereafter contemplated, may suggest; notes which may be made to answer both the purposes of currency and exchange, the details of which we refer to that body.

By this arrangement however, we feel satisfied the credits can be so distributed, that from the day of the shipment of our cotton, it may probably be held at least six months in Europe, without the foreign consignee being under an advance of one farthing, and we think it quite easy to confer on the houses to which the shipments are confided, sufficient strength to enable them to hold over for even a longer period, should safe remunerating prices not be obtained on the maturity of the bills.

With the view of securing this strength, it is indispensably necessary that the consignments should not be too much diffused, but confined to a limited number of houses in Liverpool and Havre, who acting as the agents of all those who will come into this conservative system, will feel a common interest, and will naturally aid and assist each other under all and every contingency.

This, fellow citizens, is but a brief outline of a great scheme for the protection of our Commerce, Finance, and

Exchanges, the details of which must be left for profound deliberation and concerted action. To accomplish this object, we hereby invite the planters, factors, and cotton merchants of each district or county in the Southern states and Territory of Florida, together with the Banks in each of the said states and Territory, to send Delegates to meet us in Convention at Macon, Georgia, on the fourth Tuesday of October next, which will be on the 22d day of that month, that we may carefully consider the important matters disclosed in this Circular.

We invite a candid examination of this whole scheme for the protection, not alone of Southern interests, but for the security of the commerce of the whole country.

Let it at least be tested by patient investigation and enlightened research; if by this plan one-third of the entire cotton crop of the country can be placed beyond the possibility of sacrifice, it will give security to the residue, not by entrenching it behind the guards of a speculative monopoly, but by holding it in that state of security which the just relations of supply and demand will always, in the long run, establish and sustain in the trade of a great and civilized country.

That no time may be lost, we beg leave to apprise you that an agent, having our confidence, will leave this shortly for Europe, clothed with ample instructions to make such preliminary arrangements with the houses in Liverpool and Havre, which may, by the sanction of the Convention, have the proposed consignments.

We are aware of the very potent opposition which a plan looking even to self-defence, must invite both at home and abroad, as it runs counter to a variety of interests, too powerful and too susceptible of combination, not to be aroused into active, and perhaps inexorable hostility. If our apology is not to be found in the plea, that we have a right to hold our own property by the means of the credit of our own country, then we fearlessly say, *we mean at least to attempt it*, in despite of an opposition, however eager and implacable.

We have seen in the face of a crop of 1,350,000 bales, an effort made, and very nearly resulting in success, to coerce the acceptance of the same prices which were incident to one of 1,800,000 bales. We ought not to rest our security on the adverse omens of the crop, which is now growing under the will and dispensation of Providence, which has already suffered in many quarters from an intense drought, and in others from the ravages of insects, so destructive to its growth and maturity. We should look beyond the era of the short supply of the last year, and an apprehended deficit during the ensuing season. The lessons of economical wisdom belong to all seasons and all times, and there is a salutary truth in the homely aphorism, that those who don't take care of *themselves*, will not be taken care of by *others*. We, therefore, submit this call and invitation to you, with the earnest hope that you will be prepared to co-operate with us in a measure in which we believe the highest interests of our common country are involved.

We remain, very respectfully,

Your obedient servants,

NATHANIEL A. WARE, of Mississippi.

JOHN G. GAMBLE, Florida.

THOMAS E. TANTT, Alabama.

W. H. PRATT, Alabama.

D. P. HILLHOUSE, Georgia.

J. J. HUGHES, Yazoo, Miss.

NATHAN M'GEREE, Louisiana.

GEO. M'DUFFIE, South Carolina.

D. K. DODGE, Florida.

J. L. HUNTER, Alabama.

JAMES HAMILTON, South Carolina.

A. B. DAVIS, Georgia.

HENRY W. HILLIARD, Montgomery, Ala.

JOHN BRANCH, North Carolina.

New York, July 8th, 1839.

Plague.—Smyrna dates to the 20th of May, state that the Plague continued to rage in the different districts adjoining Jerusalem. But few cases had occurred at Smyrna recently.

COMMERCE OF SOUTH CAROLINA From 1759 to 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Duties paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	2,693,268	.	525,845	3,685	23,856
1792	.	.	2,428,350	.	364,123	3,360	21,338
1793	.	.	2,191,867	.	398,671	35,413	12,998 15
1794	.	.	3,867,908	.	718,431	56,037	21,369 35
1795	.	.	5,998,492	.	783,297	60,650	25,483 75
1796	.	.	7,620,049	.	413,822	346,448	29,994 17
1797	.	.	6,505,118	.	1,282,229	564,203	31,360 57
1798	.	.	6,984,179	.	634,495	360,420	32,753 22
1799	.	.	8,729,015	.	2,000,306	1,091,963	38,567 42
1800	.	.	10,663,510	.	2,203,812	1,006,784	43,731 70
1801	.	.	14,304,045	.	2,257,100	1,221,253	51,192 21
1802	.	.	10,639,365	.	1,206,350	853,399	31,353 75
1803	6,863,343	947,765	7,811,108	.	867,126	217,329	30,993 34
1804	5,142,100	2,309,516	7,451,616	.	1,061,806	335,841	41,868 75
1805	5,957,646	2,108,979	8,066,625	.	1,308,842	448,813	35,107 60
1806	6,797,064	2,946,718	9,743,782	.	1,334,518	449,380	40,156 61
1807	7,129,365	3,783,199	10,912,564	.	1,352,776	594,366	45,223 85
1808	1,404,043	260,402	1,664,445	.	452,279	171,592	41,628 11
1809	2,861,369	385,972	3,247,341	.	537,043	137,800	42,875 74
1810	4,881,840	408,774	5,290,614	.	697,255	138,855	43,354 77
1811	4,650,984	210,295	4,861,279	.	286,355	32,444	19,290 22
1812	2,024,834	11,361	2,036,195	.	457,288	14,081	14,969 72
1813	2,915,035	53,449	2,968,484	.	272,705	20,530	17,476 23
1814	736,471	1,428	737,899	.	149,353	1,450	21,596 76
1815	6,574,783	100,346	6,675,129	.	1,400,887	16,068	24,501 39
1816	10,446,213	403,196	10,849,409	.	1,474,474	106,489	23,860 84
1817	9,944,343	426,270	10,370,613	.	1,145,678	88,876	24,390 32
1818	11,184,298	256,664	11,440,962	.	1,308,104	29,950	14,564 94
1819	8,014,598	236,192	8,250,790	.	813,839	31,601	15,591 20
1820	8,696,539	192,401	8,882,940	.	613,698	25,993	15,177 25
1821	6,967,515	332,996	7,300,511	3,007,113	595,318	48,286	16,249 32
1822	7,136,366	123,964	7,260,330	2,263,566	794,004	25,513	12,643 66
1823	6,671,998	226,816	6,898,814	2,419,101	765,899	42,608	12,276 68
1824	7,833,713	200,369	8,034,082	2,166,185	732,677	50,524	12,176 51
1825	10,876,475	180,367	11,056,742	1,892,297	661,328	53,292	10,712 67
1826	7,468,966	85,070	7,554,036	1,634,483	573,707	55,066	12,066 50
1827	8,189,496	132,065	8,321,561	1,434,106	592,026	24,160	12,694 82
1828	6,508,570	42,142	6,550,712	1,242,048	450,967	17,978	12,871 44
1829	8,134,676	40,910	8,175,586	1,139,618	490,769	18,348	7,842 08
1830	7,560,821	46,210	7,607,031	1,054,619	497,397	21,586	7,043 48
1831	6,538,606	46,566	6,585,172	1,238,163	505,050	16,299	5,802 83
1832	7,685,833	66,898	7,752,731	1,213,725	523,031	34,364	5,837 21
1833	8,337,512	96,813	8,434,325	1,517,705	401,624	12,888	6,036 19
1834	11,119,565	88,213	11,207,778	1,787,367	459,935	7,586	6,260 27
1835	11,224,298	113,718	11,338,016	1,891,805	453,391	2,652	9,214 12 ^a
1836	13,482,757	201,619	13,684,376	2,801,361	682,363	12,831	9,200 32 ^a
1837	11,138,992	81,169	11,220,161	2,510,860	.	.	8,413 53 ^a
1838	11,017,391	24,679	11,042,070	2,318,791	.	.	11,848 24

* Ending September 30.

Eastern Rail Road.—More than 7000 persons passed over the Rail Road on Thursday; and what is very remarkable, and no less creditable, not the slightest accident, mischance or confusion occurred throughout the day. This fact speaks volumes for the skilful management on the road, and is a gratifying proof of the admirable qualifications of the superintendent who had the chief direction of the arrangements, and of the fidelity and watchfulness of those who carried them into effect. To transport this immense multitude, the trains made twenty-five trips between Boston and Salem, and two between Boston and Lynn.—No train carried to Boston less than 300 passengers. One transported 553, and immediately returned to Lynn for between 200 and 300 more. They were literally piled up and wedged in, and covered every spot where there was a place to cling to.

The number of passengers over the road last week was as follows:—

Sunday*	-	-	-	160
Monday	-	-	-	1088
Tuesday	-	-	-	1096
Wednesday	-	-	-	1166
Thursday	-	-	-	7008
Friday	-	-	-	2127
Saturday	-	-	-	1294

13,937

Receipts for the week, over \$6000.

* Only one train each way, to carry the mail
The number of passengers from May 1 to July 6, inclusive, a period of little more than 2 months, was 64,000.—*Revere Reg.*

The following just tribute to our fellow townsman, Mr. Oliver Newberry we extract from the *Michigan State Journal*; it was written by a young gentleman of this city. Every person who is acquainted with the original, who reads it, will at once perceive the accuracy of the portrait, and will admire the correctness with which the character of the 'old Admiral' is delineated.—*Detroit Advertiser*.

Correspondence of the Michigan State Journal.

Men and Things in Detroit.

I send you a sketch of one of our old standards.

'Others have triumphed in the fight, in these regions, His victories in peace are not less brilliant.'

He who visits one of our hotels at the close of the day, may observe among the bustling crowd, in its public sitting room, a middle sized man somewhat advanced in life, seated upon one of the chairs; and intently inspecting every object around him. He is roughly dressed in a French capot of blue, the collar and cuffs of which are trimmed with undressed otter; while a hat that has braved divers storms, with grey pantaloons and cow hide boots, denote the wearer ready for all weather and work. He now throws his foot on the chair opposite, one hand is upon the table, and the other is banging an old stick against his dirty greys, seemingly without consciousness. He is absorbed in other matters. You observe a slight motion of the head, the dropping of the lip, the hand upon the table is clutched, and the stick struck upon the floor as if he had just finished a sentence or a speculation. He now gathers up again, a new thought comes upon him, and the nervous twitch of the foot is added to that of the hand, his head sinks and rises rapidly, and a more intense internal cogitation is going on. From his appearance as he now sits, you perhaps see nothing but a dark bilious looking man, whose life has been one of exposure and hardship; but the numerous and respectful salutations passing between him and the young and old, evince that under that unassuming exterior lurk some other traits which give him a strong hold upon the group in that room.

You now hear his quick, short replies; his seat is retained, and he once more relapses into silence and abstraction. Observe him more closely, and as he drops his old hat, you are struck with the deep fallow hue, to which every thought is adding a darker tinge, and the finely formed head coated with intensely black and glossy hair, the large and firm mouth, the energetic chin, the strong triangular furrow between the brows, and a piercing black eye which vibrates like a needle, and visits with its quick glances all within its range, prove that no ordinary man is before you. Nor is O. N. an ordinary man. He is the leading commercial spirit of our peninsula. His capital, energy, and integrity, with his bold vigorous operations in all departments of business, render him the pride, not only of our city, but our state. His history is one of success, and should show every young man how soon mind, industry and probity, create for their possessor a commanding influence in this new country.

About twenty years ago he came into Michigan, and availing himself of a rise in flour, commenced a series of those extensive enterprises which have so much added to his and our wealth and reputation. From that moment to the present he has gone on, and as you look around upon the steamers, wharves, warehouses, docks and craft, you find the evidence of his foresight and public spirit. Do you see that mammoth steamboat reposing at the wharf, with her ten thousand articles of merchandise and produce, and the crowd of passengers on her decks; while another of almost equal magnitude is pitching like a war-horse under the bit, up stream, freighted for Chicago? They are his. That skeleton, stretching upon the dock, around whose ribs a hundred workmen are hovering, and from whose chambers the sound of preparation for another element is rising, is his. That fleet of sail vessels—the *Jena*, the *Austerlitz*, the *Marshal Ney*, the *Marengo*, with O. N. streaming in the wind, all show the 'Admiral' as victorious

on the lakes as on the land. Here, there, and every where, O. N. is seen and felt as taking part in developing the resources of the west. And yet, how simple in his manners and habits. The first in the street in the morning, and the last to retire. A visit to his warehouse upon a summer day will show the old man with his sleeves rolled up, threshing the beaver, elk, racoon and otter skins, which, with deer and lynx, are strewn upon the floor. We should suppose that no time could be given by one so engrossed with more extended labours, for such as these. But not so. Every thing which he can do, is done by himself, and at the time; and whether it is rolling logs, threshing furs, building warehouses, launching boats, starting rail-roads, or negotiating loans, all is taken hold of with equal readiness. We know no one who has done so much to open to the emigrant the great west, and who is so ready to contribute his quota to every thing that will advance her interest, as O. N. Long may he be among us, as an example of untiring industry, and an encouraging proof of the success which crowns the man of unwavering integrity and high public spirit.

PROPERTY IN CINCINNATI.

"Thirty years ago, Ethan Stone purchased three lots of ground in Cincinnati, for which he paid sixty dollars cash. He afterwards sold the lots and moved into the country. Within a few weeks past he returned to the city to reside, and for one-fifth of one of the three lots above mentioned, he was obliged to give nine thousand dollars."

The foregoing short paragraph is from the *Middletown Mail*. It is thought to furnish a convenient peg upon which to hang a short story of the ups and downs of life, in this our good city of Cincinnati.

Ethan Stone settled himself in Cincinnati about the year 1800, in the practice of the law, and soon made pretty extensive purchases of lands and lots. He was in due season numbered with the well to live, and upon the three lots named above, erected the buildings now occupied by Geo. W. Jones, and planted the fruit trees and shrubbery that surround them. In addition he cultivated a portion of the grounds as a garden, in which choice fruits and flowers had their departments, in the accompaniments of the best table vegetables. Mr. Stone advanced to be *Squire Stone*, was President of the Bank of Cincinnati, and marked down as a Cincinnati *millionaire*. But then came the reverses of 1818—and 1820 extended. And Mr. Stone had been liberal in his endowments for friends, and in assuming responsibilities to sustain the bank of which he was President; and the crash broke upon him. His mansion and his garden, his shrubbery and his fruit grounds, were surrendered, and Mr. Stone from almost a paradise and palace removed to a shanty of rough planks, planted on the hill side at the commencement of the narrows below Millcreek. Before winter he completed a small brick building, into which he removed, and occupied it as did the cobbler his stall:

"It served him for kitchen, for parlour and hall."

In 1826, property again began to fetch a price. Mr. Stone still retained some refuse remains which gradual changes converted into a little hoard of wealth. And in progress of time, he erected a comfortable mansion, in addition to his beginning, and surrounded himself with garden, and shrubbery, and orchard, and all the permanent cartilages of an established home. Confiding that this home was located where it might remain undisturbed, he had set himself, at 70 years of age, to rest in peace the remainder of his days. When here comes a navigable canal marching up the Ohio river, and sweeping in its course, the garden and the shrubbery, and the orchard, and cutting away the mansion to its first constructed apartment. And Mr. Stone is again turned out of doors, and compelled to find a new home. When he returns to purchase in the city, he finds himself required to pay at the rate of fifty thousand dollars for a property purchased thirty-five years ago, at sixty dollars! Thus is every thing around us affected by the ten thousand conjoint operations of trade, which build up cities and construct

channels of communication with them, producing results that would seem to leave the lamp of Aladin no longer an extravagant fable.—*Cincinnati Gazette*.

OFFICIAL—TREASURY NOTES.

Treasury Department, July 1, 1839.

The whole amount of Treasury Notes authorized by the act of October 12, 1837, has been issued, viz.: \$10,000,000.

Of that issue there has been redeemed, as ascertained and estimated, the sum of	\$9,575,442
Leaving outstanding of the first issue the sum of	\$423,558 00
In lieu of those redeemed there has been issued under the act of May 21, 1838,	5,709,819 01
Of that issue, there has been redeemed, as ascertained and estimated, the sum of	4,532,101 44
Leaving outstanding of the second issue, the sum of	1,177,708 57
Aggregate of first and second issues outstanding,	1,601,266 57
The issues under the provisions of the act of the 2d of March, 1839, amount to	3,857,276 21

Making the aggregate outstanding, - \$5,458,542 78

LEVI WOODBURY,
Secretary of the Treasury.

Coat Buttons—where made.

Perhaps not one man in a thousand suspects that almost all the Buttons which now ornament garments in the U. States, are made in a small village in Hampshire county, Mass. But such is the fact, and it is equally new to us, as it doubtless will be to the reader. Not many years have elapsed since foreign buttons were exclusively used in this country. More recently, sewed buttons were introduced, made up by girls, but these have been almost entirely superseded by a superior article manufactured by machinery, by the Messrs. J. & J. Hayden, for Mr. Samuel Williston, of Easthampton.

We were indebted to the politeness of Mr. Joe Hayden last week, for an ample insight into their extensive establishment, located in the beautiful village of Haydenville, on the road to Williamsburgh, about seven miles from town. The process by which they manufacture buttons is not merely new, but entirely original; the machinery being the product of the skill, taste, and ingenuity of these gentlemen. The button itself consists of five parts—*first*, the outer covering of silk or lasting; *second*, the tin mould over which that is drawn; *third*, a thick flexible stuffing of paste board, to give firmness to the whole; *fourth*, a bit of strong cloth to form the eye; and *fifth*, the ring through which the eye projects, which any one can observe by merely examining his own coat buttons.

In the manufacture of the Williston flexible shank button, each one passes through fifteen different hands, from the raw material to the finishing stroke. The tin, which gives form to the button, is cut into circular pieces by machinery, and by another person its edges are turned up for future use. All the other parts of the button are formed separately by various ingenious processes, the labour upon each being classified, so that the different pieces are thrown off with great rapidity. After all the parts of the button are made, one set of hands is employed in adjusting them together. Of course, they are in a loose state, and need some curiously nice and yet powerful process to interlock the parts, and give symmetry and strength to the whole. This is performed by an accurate little apparatus moved by

a girl; and the button, from a loose number of pieces, is instantly consolidated, the ring pressed into the circular tin which shapes the button, closing in the edges of the covering, and giving it the compactness and strength which it possesses when on the coat. A finishing process follows, by which the convex shape is bestowed, and this consists of another exquisite machine, something like a hopper, revolving horizontally, the button going in on one side unfinished, and dropping out on the other in a perfect state.

This establishment supplies the button market for almost the whole of the United States. They possess great strength and durability, and are made with astonishing quickness by classifying the labour; so that at this factory, which employs about two hundred girls, over a *thousand gross* from the most simple kind to the most elegant satin figured buttons, are manufactured *daily*. In one part of this extensive concern, iron, or pea-jacket buttons are made, and the little machine which takes a straight wire and instantly forms it into *eyes* for buttons, seems really to possess intelligence as well as the most perfect action. We are glad to learn that these gentlemen are abundantly compensated by incessant demands for their article—the just reward of such intelligence, skill, and unwearied industry.—*Northampton Cour.*

IRON AND COAL.

Richard Caton, Esq. of Baltimore, who has during the past fortnight been in our coal region, visiting the various works of interest, has handed us the following amounts of coal and iron, carried on the Glamorganshire canal in the year 1837. The returns show how greatly the manufacture of iron in a coal region increases the operations of both; and when it is considered that this canal is only 11 miles long, it augurs the most happy results from their combination.

IRON.	Tons.	COAL.	Tons.
* J. J. Guest, Esq.		T. Powell & Co.	59,358
M. P.	32,914	T. Powell, Esq.	34,875
W. Crawshaw,	33,580	Walter Coffin, Esq.	58,368
R. and A. Hill,	15,353	Mrs. Thomas,	23,602
Penydarren Co.,	11,258	George Insole,	21,643
Aberdare Co.,	9,830	Morgan Thomas,	14,177
Gadlys Co.,	1,756	John Edmunds,	7,997
Bute Iron Co.,	22	D. Davis & Co.	4,925
Landridge & Co.,	6,171	Evan Evans,	1,726
Blakemore & Co.,	3,594		
Brown, Lenox & Co.	2,756		
Total.	123,234	Total,	226,671

* In this return is included the enormous quantity of upwards of 20,000 tons of railway iron from the Dowlais Works alone.—*Miner's Journal*.

New Cave.—A new cave was discovered about four weeks since, a few rods below the Railroad bridge, in the bank of the Susquehanna, by two labourers, who had been engaged in quarrying stone. It has already been examined by hundreds, and from a communication in the last number of the *Keystone* it appears, that the depth of the cave is over 30 feet, and its extent as yet unknown. Bones of various kinds and sizes have been found in the cave the "spoils of which," we are told, "would be a very valuable addition to the collection of the curious antiquary."—*Ledger*.

☞ The number of letters brought by the Great Western was 9,230. These at 25 cents each, would pay to the proprietors of the boat \$2,307 50. This on the presumption that all the letters were single;—whereas doubtless very many of them were double or treble. On all such letters the charge is in proportion to the number of pieces.

The Earl of Dartmouth, at the desire of the trustees of Dartmouth College, N. H., has presented to that institution a splendid portrait of his grandfather, its founder. A liberal donation of valuable books for the college library has also been made by Earl Dartmouth.

ITEMS.

The Fourth at Providence.—The recent Anniversary was celebrated at Providence with more than ordinary enthusiasm. Among those present, were twenty-two officers and soldiers of the revolution. The Providence Journal gives the following list of their names, ages and residences:

Benjamin Pidge, Dighton,	92
Samuel Ingraham, Providence,	90
Joseph Wheaton, Rehoboth,	86
Samuel Tingley, Attleborough,	86
Samuel Eackforth, Johnston,	86
Nelson, Miller, Bristol,	84
Grinnel Chace, Barrington,	82
Martin Mason, Providence,	81
Aaron Turner, Warren,	81
William Harding, Providence,	80
William Wilkinson, do	79
Elisha Arnold, Cranston,	77
William Arnold, Warwick,	77
Levi Read, Attleborough,	76
Charles Cushing, Seekonk,	76
John Arnold, Pawtuxet,	76
Nathaniel B. Leonard, Providence,	76
Benjamin Eddy, do	74
Thomas Webster, do	73
Elias D. Trafton, do	73
Elisha Dillingham, do	72
Benjamin Peck, do	69

Whole number, 22.

Splendid Aquatic Phenomenon.—On Friday last, we beheld in common with our citizens generally, one of the most sublime and splendid aquatic phenomena we ever observed in our river. About 12 o'clock a black cloud passed over our bay, and no sooner had it cast its shadow upon the water, than there arose a most magnificent water spout, which reared its lofty head until it united with the cloud, with which it continued to travel, crossing the bay from Tallow's Point to the neighbourhood of Grassy Point, where, driven by an adverse current of wind in an opposite direction, it parted its connexion with the cloud and disappeared.

At one time, though at the distance of three miles, it assumed in appearance a magnitude in circumference much larger than a hoghead—stood like a perpendicular column, and through the transparent mist which surrounded it, large bodies of water, oftentimes streams larger than a man's body, could be seen whirling and twisting up the misty path to the overhanging cloud, at the height perhaps of five thousand feet.

Where the column connected with the cloud, it assumed the appearance of a funnel, embracing the entire circumference of the cloud, while its base appeared a dense mass of fog. Its dissolution commenced at or near the cloud, and at the moment of separation vast quantities of water could be seen whirling down through the column of mist, until the whole was dissolved and disappeared in the waters of the bay. The moment was propitious for the grand display. The heavens around us were shaded by a black and angry cloud—the sun cast his brightest rays on the mountains of Rockland beyond, which gave to the column a beautiful transparent appearance—while the heavy thunder, rolling in the distance, and the vivid flashes of lightning, added an awful solemnity to the scene.—*Hudson River Chron.*

Water Spout.—A water spout broke over the country between Hudson and Stockbridge on Monday, and almost flooded the whole neighbourhood, about a quarter of a mile from Canaan. The cars on the Hudson and Berkshire Railroad were immediately stopped by the avalanche of sand which was swept across the track, fairly imbedding the engine, and obliterating all appearance of a railroad. It was some hours after the stoppage before sufficient force could be mustered to dig out the engine and clear the track. Much damage was done in the neighbourhood. The bridge at Canaan was much damaged, and was only saved by a barn, which was swept away, and in large fragments was floated against the bridge, and formed a sort of buttress, which

strengthened the structure sufficiently to resist the flood.—The waters swept over and destroyed the neighbouring gardens and fields, and carried off the fences that lay in its course. The railroad was extensively injured, the bridge and a large portion of the track swept away below Canaan, and the track having been either destroyed or extensively injured in exposed situations along the whole range of the storm.—*N. Y. Express.*

Life Boat.—The Norfolk Herald has a notice of a Life Boat, invented by Lieut. John J. Nimmo, of the revenue service, which promises to be of the greatest utility in cases, where its aid may be required. The Herald says it may be launched over the sides of a vessel and thrown into the ocean and it is immaterial in what position it strikes the water; it will certainly right itself and be ready for service in a moment. If turned over, it will right again immediately; and if overwhelmed and deluged by the raging billows, will mount them again and free itself from the water it has taken in. It may be launched in the midst of breakers in perfect safety, if there are no rocks to dash it to pieces; and if the bottom should have a breach made in it, the boat will still float in safety. There are no valves or plugs to attend to, and the persons who are in it have only to hold on, and they are in no danger; this is especially important in a night escape. It has been examined by experienced nautical men of Norfolk.

Michigan City, Indiana.—The Michigan City Register of July 4, states the clearances of eight schooners and two brigs from that port, during the week ending July 3, carrying the following quantities of produce:

Bushels Wheat,	-	-	-	-	17,973
Barrels Flour,	-	-	-	-	435
Bushels Corn,	-	-	-	-	9,300
do Oats,	-	-	-	-	8,250

The same paper says:

The quantity of grain sent from this place, to the east, is far more than it is from any other port on Lake Michigan, and still, an immense amount of grain and flour remains in our Store Houses, and destined for the eastern market.

Also, a large number of wagons arrive here, daily from the interior, loaded with grain, and flour which is to be shipped to the east as soon as vessels can be chartered to take it away.

A Patriarch.—We take the following from the Trumbull county (Ohio) Democrat:

Died, in Boardman, in this county, on the 20th of May, 1839, Mr. Michael Simon, aged 98 years, 3 months and 18 days. In the year 1777, Mr. Simon moved from east of the mountains to Washington county, Pa., and in the year 1803 thence to Boardman where he resided until his decease. He survived three wives, and his descendants were 13 children, 127 grand children, 327 great grand children, and 16 great great grand children. From two of his children there has been no information received for 16 years, and the increase from those two during that period is unknown. It is believed that at the time of Mr. Simon's death, there were living of his descendants 404, 81 having deceased, and it is quite probable that his descendants exceeded 500 in number.

Appointments by the Governor.—Abraham P. Eyre, esq., of Kensington, Assistant Warden for the port of Philadelphia.

Benjamin Champneys, esq., of the city of Lancaster, to be President Judge of the second judicial district, in place of Oristus Collins, whose judgeship has been pronounced null by a decision of the Supreme Court.

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EDITED BY SAMUEL HAZARD.

VOL. I.

PHILADELPHIA, WEDNESDAY, AUGUST 7, 1839.

No. 7.

For the Commercial and Statistical Register.

BOOKS OF ORIGINAL ENTRY.

The subject of the admission, in evidence, of the Account Books of a party in a suit, is one of some interest in Pennsylvania, and more particularly to merchants, of all classes, both from its every-day occurrence, and also because it is one of the many matters in which our peculiar system deviates from the Common Law.

The fundamental principle, that no man shall testify in his own cause, extended originally, of course, to his own books; and they could in no case be used on a trial, excepting in cases where their contents aided the cause of the opposite party. This rule was not, however, at any time, extended to books kept by a clerk in the service of the party, which are not liable to the same objection.

The first statutory notice of this subject is by act of Parliament, passed in the seventh year of the reign of James I. entitled, "An act to avoid the double payment of debts," which, stating in the Preamble the fact of the frequency of a second demand, from tradesmen not crossing out, or otherwise obliterating the *entries* in their books, upon payment of the sum charged in and by such entries, provides "That such books shall not be evidence in actions for money due for wares, &c. or for work done, unless such suit be brought within a year after the entry is made,"—with a proviso, that "This act shall not affect running accounts between tradesmen or merchants." This statute would seem to imply, that the books of tradesmen would be evidence *within* the year; but *Lord Holt* says, in a subsequent case, (*Pittman v. Maddox*, 2 Salk. 290) "That though the statute of James enacts that shop books shall not be evidence beyond the year, &c. yet that is not that they shall, of themselves, be evidence within the year." *Lord Hardwicke*, in the case of *Glynn v. the Bank of England*, (2 Vesey 43) says, that he learned from *Lord Raymond*, that the statute above referred to was enacted for the purpose of counteracting an opinion then growing upon the minds of merchants and others, that after a certain length of time, a man's own books of account should be evidence for him.

Such were the original decisions upon this subject, and so stands the law of England to this day. Books kept by a clerk are admissible, upon his testimony that they are regularly and properly kept, or if he be dead, upon proof of his handwriting. But no books kept by a party himself are admissible, as evidence, in his own suit. Such evidence, even when admissible by the English law, has been carefully restricted to the legitimate and natural object of book entries, to wit: *proof of delivery*. Thus, when it was offered to prove the handwriting of a servant (he being dead,) to the entry of an agreement for the hire of horses, *Lord Kenyon* rejected the evidence. (*Calvert v. Archbp. of Canterbury*, 2 Esp. 646)

In *Massachusetts*, the law upon this subject is very much like our own. Originally adopted equitably and from necessity, it has since been somewhat restricted with the extension of business, and the enlargement of society. *Judge Sewall* in the case of *Prince v. Smith*, (4 Mass. Rep. 455) says, "It is a practice long established, and which seems to have arisen on the most reasonable grounds, out of the necessity of the case, and a conformity to the actual state of things. There are, however, obvious difficulties and hazards attending this mode of proof, and it ought not

to be extended by any new precedent,—every memorandum of a shop keeper is not to be admitted as his book. It is essential to this kind of evidence, that the charges appearing in the hand-writing of the party, are in such a state that they may be presumed to have been his daily minutes of his business and transactions, in which regard is had to the degree of education of the party, the nature of his employment, and to the manner of his charges against other persons. When this appearance is wanting, and the presumption cannot be made, the evidence has usually been rejected as incompetent. And when, having this appearance, a plaintiff's books or memoranda are admitted, the evidence remains liable to every objection which may be suggested, from unfair appearances in the statement of the particular account in issue, or from the whole book or minutes taken together, and which naturally affect the credibility of the evidence." In *Pennsylvania*, as in *Massachusetts*, their admission to the jury as evidence in a pending cause, is, of course, within the discretion of the Court; and the Court will be guided in deciding this point, by their order and regularity, as shown by inspection and the time of the entry.

In *Connecticut*, also, the book entries of a party are admissible upon his oath. He is not even obliged to produce the original entry, but a mere copy is sufficient.

In *South Carolina*, book accounts are admissible by statute, when supported by the oath of the party.

In *New York*, the law of England has been preserved unchanged, and book entries made by a party, are of themselves no evidence in his favour. But it has been held (*Noesburgh v. Thayer*, 12 Johns. 461.) by the Supreme Court, that when there are regular dealings between the plaintiff and the defendant, and it is proved that the plaintiff keeps honest and fair books of account; that some of the articles charged to the defendant have been delivered to him, and that the plaintiff keeps no clerk, his books of account are, under the circumstances, and from the necessity of the case, admissible evidence for the consideration of the jury.

In another case, (*Case v. Potter*, 8 Johns. 311.) an action by an administrator for money lent, the book accounts containing the original entries, in the handwriting of the intestate, were offered in evidence, and rejected by the Court.

The first case on this subject with which the *Pennsylvania* books furnish us, is that of *Poultney v. Ross*. (1 Dallas, 239.) There, the original entries of a party were admitted from necessity, to prove the actual delivery of the goods in question, but were restricted to that purpose, and therefore rejected as charging any one but the original debtor, or as being any proof of the assumption of a third person. As to the *collateral* value of book entries, or their value in proof of collateral circumstances, as distinguished from the immediate transaction for which they were entered, it has been held, that "a Day Book is *prima facie* evidence of the prices of goods, as well as of their sale and delivery; but that it is no evidence of cash paid or money lent, but only of goods sold or work done; and that therefore the books of a plaintiff could not prove the number of days a vessel had laid at his wharf, in order to charge the defendant with wharfage. Nor was a book, kept by the plaintiff, (who was a forge or iron master,) of accounts between himself and his workmen, allowed for the purpose of charging a customer with goods, although the customer's name

was entered in the book, as being the person to whom the goods were delivered. So when the defendant accompanied A. to plaintiff's store, and said he would see plaintiff paid for any goods which A. might buy, and plaintiff therefore entered defendant's name as the original purchaser, the books of the plaintiff were not admitted to charge him. So it was held that a defendant cannot give his own books in evidence, in answer to plaintiff's demand. On the other hand, a merchant's books have been admitted to prove the re-shipment of goods. But the Court held that they were not, of themselves, sufficient, but must be supported by other proofs. An entry in the book of a Bank, has been held to be evidence in a suit in which the Bank was not a party, if the clerk who made the entry be produced to substantiate it, or his absence be properly accounted for. With regard to the collateral value of original entries, Judge Duncan says, in *Smith v. Lane*, (12 S. & R. 89) "I am not aware of any case in which an entry made by persons in the ordinary course of business, is competent to charge a third person as for goods sold and delivered. These books are only received ex necessitate—it is a species of hearsay evidence; but the private books of an individual are never received to charge a person, unless they are original books of entries of the person who made the charge, or his clerks, against the person who is charged for goods sold and delivered. If kept for any other purpose, though there be a custom to treat such books as books of original entries, they are not evidence." In *Murphy v. Cuss*, (2 Wh. 33) the judgment of the District Court was reversed, when book entries had been admitted to prove the delivery of goods to be sold on commission.

Whether a book offered in evidence, is such a book of original entries as shall be allowed to go to the jury, is, as a matter of course, altogether within the discretion of the Court.

As to the time within which the entries must have been made.

As early as 1794, the Supreme Court of Pennsylvania rejected a book, where the entries were allowed by the parties offering it, to have been made several months after the transaction; and no oath was offered for their substantiation. (2 Dall. 207.) Judge Duncan says, in *Curran v. Crawford*, (4 S. & R. 5), "The book is not to be a register of past events, but a memorandum of transactions as they occur; if this book appears, on investigation or examination of the party by the Court, not to be such an one, the Court may reject it as incompetent." It was held by Judge Gibson, in *Ingraham v. Bockius*, (9 S. & R. 285,) that if a servant, in the course of delivering out goods to customers, make memoranda, and the same night or the next day, entries are made by the master in books from these memoranda, such books are books of original entries, and are admissible, accompanied with the master's oath, as evidence to charge a customer."

A receipt for goods taken in a book, with other receipts, was rejected when offered as a book of original entries. So also, unconnected scraps of paper irregularly kept, containing sales, &c. In rejecting these, Chief Justice Tilghman remarks of books kept by a party: "This kind of evidence was admitted in the early stages of the settlement of Pennsylvania, from necessity; business was small, and people could not afford to keep clerks. But in the present state of society, a strict hand is to be kept over it. We must not extend it beyond its ancient limits." Judge Huston says, in *Kaughley v. Brewer*, (which was an action brought by a tailor for work done, and where he offered a book as of original entries, in which the entry was made during the progress of the work:) "It is difficult to lay down any other rule, than that such mode of keeping as is usual and known to all tradesmen engaged in the same business, cannot safely be declared bad in a Court." And in this case, though the entry was made before the article was delivered, yet the book was admitted. (16 S. & R. 133.) But in *Rhoades v. Gaul*, (4 Rawle, 404) Chief Justice Tilghman rejected a book when the entry had been made before delivery of the goods. Where the entries were made, originally, upon a slate, and sometimes copied into the book

immediately; sometimes not for two weeks, Judge Rogers rejected the book; but when such transfer was made from the slate to the book in two or three days, the book was held to be well admitted in evidence. In *Ives v. Niles*, (5 Watts, 324) Judge Kennedy affirmed the admission of a book, not occupied exclusively by original entries. On this subject, Judge Sergeant says in another case, (3 Watts, 326:) "The questions which have arisen as to the nature of the proof required, and the extent to which it may be received, have been decided on the principle of giving to this evidence, all fair and reasonable latitude. It has accordingly been held, that the entries need not be made exactly at the time of the occurrence; it suffices if it be within a reasonable time, so that it may appear to have taken place while the memory of the fact was recent, or the source from which a knowledge of it was derived unimpaired. The law fixes no precise instant when the entry should be made; if done about the time of the transaction it is sufficient; nor is it necessary that the entries should be from personal knowledge."

The case of *Forsythe v. Norcross*, (5 Watts, 432) lately decided, limits very considerably the admission of this kind of evidence. In this instance, the Court below allowed a book to go to the jury, where the party swore that he made the entries on a slate until it was full, and then, at the end of four, five or six days, copied them into the book. He proved, also, by three witnesses, that such was the custom of the trade in which he was engaged. But, when taken up on error, the Supreme Court reversed the judgment unanimously, and said, that though it is sufficient that the entry be made in the routine of business, yet that routine must be a reasonable one; for there is nothing in the condition of a craftsman to call for indulgence till his slate be full, or till it be convenient for him to dispose of the contents of it. The entry ought, in every instance, to be made in the course of the succeeding day."

Original entries are thus very materially restricted, and perhaps with general advantage and propriety; for, though frequently a convenient mode of establishing a claim, and of peculiar advantage to the more humble classes of tradesmen, who most need the protection of the law, they may be made a terrible weapon of fraud in the hands of the crafty or careless.

Steamboats—The Quickest Passage.—The steamboat Albany, Captain J. G. Jenkins, left New York Wednesday morning at the usual hour, 7 o'clock, and arrived at the wharf in this city, at twenty minutes past 4 o'clock. P. M. She made all the usual landings, which occupied one hour and nineteen minutes, as follows:

	Minutes.
State Prison Dock,	8
Caldwell's,	6
West Point,	6
Newburg,	10
Poughkeepsie,	5
Hyde Park,	4
Rhinebeck,	8
Barrytown,	4
Bristol,	4
Catskill,	7
Hudson,	5
Coxsackie,	4
Kinderhook,	4
New Baltimore,	5

The entire passage was made in 9 hours and 20 minutes—deduct time consumed in making the landings, leaves 8 hours and 1 minute running time. This is the quickest passage ever made between the two cities.—*Albany Argus*.

Real Estate at St. Louis.—The St. Louis Bulletin, of the 16th, says: "At the sale of lots which took place yesterday in Smith, Bates & Lesa's addition to St. Louis, eight lots were sold at \$44, \$45, \$51 and \$52 per foot. The lots were 50 feet front, by 150 feet deep.

BANKS OF OHIO.

The Ohio Statesman of Friday, July 19, contains a report from the Auditor of State's office, which gives the condition of the Banks of Ohio, as it existed on the 30th of April, 31st of May, and 30th of June, agreeable to the report submitted by the Board of Bank Commissioners. This report, as far as we can judge, places the Banks of Ohio in fair condition. The following recapitulation is all that we can give at this time; it is the general condition of the whole for the months of April and June:

APRIL.			
Circulation,	-	-	\$8,157,873 80
Other liabilities,	-	-	16,975,424 89
			25,133,298 69
Specie,	-	-	\$2,616,827 02
Other resources,	-	-	22,516,471 67
			25,133,298 69
JUNE.			
Circulation,	-	-	\$6,432,020 47
Other liabilities,	-	-	12,674,110 17
			19,106,130 64
Specie,	-	-	\$2,066,616 78
Other resources,	-	-	17,089,513 86
			19,106,129 64

From the foregoing, it would seem that the circulation of all the Banks had been reduced within two months \$1,725,853 33, with a loss of specie amounting to \$550,210 24.

The statement for June, however, does not embrace the reports from the Commercial and Franklin Banks of Cincinnati, and Commercial Bank of Lake Erie, which had not been received at that time.

All the Banks of Ohio are embraced in the statement, except the Bank of Mount Pleasant, which refused to make any report under the law.—*Cincinnati Whig*.

A statement of the amount of Tolls received at this office, during the corresponding months of 1838 and 1839:

	1838.	1839.
January,	1,308 15	1,043 55
February,	464 00	1,655 55
March,	2,779 63	3,455 09
April,	4,777 11	5,463 32
May,	5,168 95	7,952 78
June,	1,171 03	3,292 91
	15,668 87	22,863 20
		15,668 87

Increase for 6 months, 1839, \$7,194 33

C. FARQUHAR, Collector.

Cincinnati, July 15th, 1839.

Births at Sea.—On the 4th of July when the ship Robert Pulsford, Capt. John Prince lately arrived at Baltimore; from Liverpool, was in lat. 36 deg. long. 73 deg. the wife of Mr. Lewis, one of the passengers, was safely delivered of three fine daughters. They were severally named Columbia, Oceana and Victoria. The mother and children are doing well.

Business of the Land Offices.—The Burlington Iowa Gazette, says, "A heavy business continues to be doing at our Land Office, at private entry. A day seldom elapses on which less than \$1000 is taken in, and the receipts not unfrequently run up to three or four times that amount.

Those of one day last week exceeded \$6000. One gentleman alone, from Washington County, Pa., entered forty-seven eighth, costing \$4,700."

STATEMENT

Of the condition and business of The Ohio Life Insurance and Trust Company.

MEANS,

Of the Insurance and Trust Department.

Debts secured by mortgage on real estate,	\$2,498,438 29
Debts secured by pledges of stocks,	273,561 63
Debts secured by pledges of county taxes	25,500 60
Real estate,	77,061 45
Balance suspended debt Bank U. S. estimated,	26,823 31
Bank stock,	38,125 00
The cash of the Company is deposited in the Banking Department.	

Of the Banking Department.

Notes, &c. discounted,	\$1,096,299 31
Amount due from Banks and Agencies in Ohio (A. I. W. Bk. Ag't. \$101,822 48),	166,101 32
Amount due from other Banks,	99,405 54
Funds in transitu,	14,096 73
Cash, viz: B'k notes, \$90,576 00	
Specie,	188,222 16
	278,798 16
Ohio State Stock,	536,475 00
Com'r. Ohio Canal fund, No. 2,	181,121 51
	717,596 51
	\$5,311,807 25

LIABILITIES,

Of the Insurance and Trust Department.

Dep. in Trust from 1 to 2 years,	33,930 00
Do. under one year,	172,216 04
Dividends unclaimed,	1,732 00

Of the Banking Department.

Checks on time,	107,698 65
Circulation,	668,920 00
Deposites,	287,292 75
Amount due to Banks and Agencies in Ohio,	23,873 30
Am't. due other B'ks, \$73,056 65	
N. Y. Agency,	381,318 01
	454,374 66
Bills payable,	45,010 00
	1,795,042 40

Excess of means over current liabilities, 3,516,764 85

Consisting of Dep. in Trust, which the Company cannot be called on to pay for 15 to 19 years, 1,333,692 00

Trust of accumulation, time of payment depending on duration of life, 5,462 01

1,839,154 01

Excess of means over all liabilities, excepting the Company's capital, \$2,000,000, 2,177,610 84
SAMUEL R. MILLER, Secretary.

New Loom.—The editor of the Portsmouth Journal describes a newly invented loom, exceedingly simple, and yet efficient for the manufacture of Laces, Edgings, Insertings, Fringes, Bands, Capes, Collars, Watch Guards, and other open work ornamental articles. The loom is a *lally invention*. The Misses Judkins, of Portland, the ingenious patentees, accompany their looms, exhibit the operation, and give instruction to those who wish to purchase the right of manufacturing under their patent. The process is so easily learned, that a girl of twelve years can be fully instructed in two days, and able to do the variety of work.

From the *St. Louis Gazette*, of July 9.

There is probably no town in the Union, of even trouble the population of our own, which presents, on this day, the business appearance which prevails not only at the landing, but throughout the entire extent of the city. The "June rise" of the Missouri occasioned by the melting of the snows on the Rocky Mountains during the months of April and May, has swollen the Missouri at this point to high water mark. Boats have arrived here within the last week from the falls of the Missouri, nearly 3000 miles distant in a northerly direction; from Pittsburg, 1300 miles eastward; and from New Orleans, 1200 miles to the south, bringing with them the furs of the north, lumber from the Allegheny, and sugars from the south—the products of our own territory.

We had in port, yesterday, 46 boats:—a larger number, and far greater amount of tonnage, than ever before floated in our harbour. The list of boats now in port comprise the following:

NAME.	TONS.
Emperor,	600
W. L. Robeson,	486
Meteor,	450
George Collier,	410
Ellen Douglas,	400
Augusta,	356
Selma,	355
Majestic,	350
Maid of Orleans,	330
Alton,	309
Vandalia,	298
Claiborne,	295
Smithland,	231
Shawnee,	225
Burlington,	206
Robert Emmet,	104
Robert Morris,	200
Shelby,	200
Little Red,	200
St. Peter,	200
Quincy,	180
Pavillion,	180
A. M. Phillips,	175
Rappahannock,	166
Malta,	165
Peoria,	163
Alexander Porter,	161
Naples,	114
Flora,	117
Fayette,	112
Kansas,	111
Pisarro,	107
Pearl, (U. S.)	100
Tide,	99
Casket,	90
Gipsy,	90
Home,	76
Ark,	75
Eagle,	73
Glaucas,	—
Antelope,	—
Daisy,	—
Gen. Brady,	—

St. Louis Trade.—We have had the curiosity to ascertain the number of boats which trade with this port, and find the number to even exceed our expectations. There have been 105 different boats at our wharf this season, 86 of which are regular traders. Between this port and Pittsburg we have 32 regular traders; New Orleans, 21 regular and 7 occasional; Galena, or the Upper Mississippi, 20; Missouri river, 11; and Illinois river, 11. There are also 2 regular salt boats and 1 iron boat, which ply between this port and the Cumberland river. There are also a number of boats which occasionally come from Nashville, which are not included in the above account; and also many others which occasionally visit us that are not included.—*St. Louis Republic.*

THE BANK OF ENGLAND.

LONDON, July 1st, 1839.

"The usual return of the weekly liabilities and assets of the Bank of England, from the 2d of April to the 25th of June, was by some accident omitted to be published in the *Gazette* until Saturday. It, however, appears there is a further decrease in the amount of bullion to the extent of £775,000, in the circulation of £113,000, and in the deposits of £247,000, and an increase in the securities of £391,000.

From March 5th, 1839, to May, 1839.

LIABILITIES.		ASSETS.	
Circulation,	£18,214,000	Securities,	£23,545,000
Deposites,	7,814,000	Bullion,	5,119,000
	£26,028,000		£28,662,000

From April 2 to June 25, 1839.

LIABILITIES.		ASSETS.	
Circulation,	£18,101,000	Securities,	£23,944,000
Deposites,	7,567,000	Bullion,	4,434,000
	£25,668,000		£28,378,000

LONDON, July 5.

Contrary to an impression which has been very generally prevalent in the city, the Bank Directors at their weekly board to-day, concluded, it appears, not to make any further advance for the present in the rate of interest.

Staves.—A statement has been furnished us of the cost of staves upon the lake shore and their transportation to market, as follows:

	Pipe.	Hhd.
Cost per M on board vessel,	\$19	\$11
Lake freight from lake shore,	6	6
Erie canal freight, 5 tons at \$3,	15	8 tons 9
Tolls,	7 28	4 36
Freight on Hudson river per M	3	3
Commissions and expenses in Albany and New York,	4	3
Add for culls,	4	2
Cost per M in New York,	\$58 28	\$58 36

Our informant, who is conversant with the trade, estimates the quantity shipped and to be shipped to New York from the lake, this year, (if vessels can be obtained,) at 3,000,000 to 4,000,000. As many, or nearly as many, he thinks, will find a market in Canada.—*Cleveland Herald.*

Early Settlements and Explorations in the North-West.—Detroit was the resort of French missionaries and traders as early as 1620. The first formal settlement of Detroit was made in 1701, by an expedition sent from Montreal, commanded by Antoine de la Motte Cadillac, acting under a commission from Louis XIV.

Michilimackinac was founded in 1671, by Father Marquette, a French missionary, and one of the first European explorers of the Lakes. The fort was built by La Salle in 1679.

Green Bay was settled by the French in 1670.

Fort St. Joseph, at the point where fort Gratiot now stands, was built before the year 1688.

The settlement at the Sault St. Marie consisted, in 1688, of a fort and a chapel, and was a point of resort for the fur traders at that period.

La Salle's expedition was in 1679. He embarked upon Lake Erie in the Griffin, (the first vessel larger than a canoe that ever floated upon these waters,) in August of that year, and arrived at Mackinac in the latter part of the month. From thence he went toward the Mississippi. Fort Crove Cœur was built by him near the present site of Rockford, in Illinois.

Forts were built at Kaskaskia, Cahokia, and Peoria, by people whom La Salle sent out in the course of his second expedition in 1683.—*Cleveland Herald.*

The Olden Time.

A friend has furnished us with the following interesting narrative of the first visit of Judge Stow to the Western Reserve.

I have been favoured with the narration of the following facts connected with the early history and settlement of this country, from the lips of Judge Stow, of Connecticut. He was entrusted by the Connecticut Land Company with the charge of the expedition that visited the northern part of Ohio in 1796. He is now in our city, in his 78th year, in the enjoyment of full and vigorous health. He is truly a relic of olden times. He is possessed of a very intelligent mind, and he has stored a retentive memory with long years of faithful observation and experience, which makes his conversation on this subject as well as others, deeply interesting and instructive.

Such facts as these are worth preserving. Let them be collected, and in some authentic shape given to the world, not only from the deeply interesting character of the transactions themselves, but that the memory of those men who have subjected themselves to all the hardships of the wilderness, may not be forgotten. While our State is jealous lest she should not pay due honours to heroic and daring service on the field, let her not be entirely unmindful of those who, with no less a sacrifice of ease and enjoyment, have hazarded their lives in its service by pioneering the way for its settlement.

If this enterprise had been conducted with less vigour than it was, or if from any cause it had proved unsuccessful, the settlement of the Reserve would probably have been delayed for several years. Much, therefore, is due to the enterprising individuals who composed this company, for the energy and success with which they prosecuted their labours under such a multitude of embarrassing circumstances.

To Judge Stow it must be a source of the highest gratification, to witness the extraordinary and magical change which this country has undergone since 1796, when he first landed at Conneaut. It is truly a great result for such small beginnings.

There are but few of the venerable men now living who composed this early expedition. They have gone with the generations before them. The grey hairs and tottering steps of the survivors warn us that with them "the silver cord will soon be loosed," and "the golden bowl be broken."

In the early part of May, 1796, the Connecticut Land Company fitted out an expedition to visit the Western Reserve, and survey and divide the same into townships. The company consisted of five surveyors, a physician, with chain-men, axe-men, making in all about forty individuals. By previous agreement, most of the individuals to compose the company, met at Schenectady, N. Y. They there embarked in four flat bottomed boats of about three tons burthen each, and ascended the Mohawk river. The boats had on board a quantity of freight, besides their camp utensils, provisions, &c. The Indians then inhabiting the Reserve, had agreed to hold a council with the company at Buffalo, for the purpose of reconciling their several claims to the territory; and a part of the cargo consisted of merchandise that they were carrying thither for the Indians. The ascent of the Mohawk was slow and tedious. The boats, besides being heavily laden, had a rapid current and shoal water to contend against much of the way. On arriving at Ft. Stanwix, (now Rome,) they were wearied with fatigue, and a discouraging prospect was thrown over their further progress. A melancholy accident occurred here: one of the hands fell overboard and was drowned. This sad accident seemed to increase the general despondency.

Their contemplated route was up Lake Oneida, and following the chain of the Lakes, to the Reserve. At Fort Stanwix, the boats and goods were hauled about a mile and a half by teams into Wood Creek, a small stream emptying into Lake Oneida.

At the time the party set out, Jay's treaty had not been ratified by the American Congress, and the greatest danger of the party now was, in not being able to pass Ft. Oswego,

which was then garrisoned by the British. At Fort Stanwix they had the good fortune to be overtaken by Capt. Cazenove, who had been sent by the British Minister, Mr. Bond, with open despatches to all his Majesty's officers and subjects, declaring the ratification of Jay's treaty on the part of the two Governments, and these navigation of the Lakes to be free to American vessels, and commanding all of his Majesty's officers to be governed accordingly. Capt. Cazenove was accompanied by a Mr. Peters, brother-in-law to the Governor of Upper Canada. These gentlemen accepted the invitation of the Agent to take passage on board his boat down the Lake. With the influence of the dignitaries in their favour, and the nature of Mr. Cazenove's despatches, the party had dismissed all their fears as to the danger of passing the Fort.

They proceeded down the Lake and the Oswego river, and when arrived within twelve miles of the Fort, the boats were anchored near the shore, and the agent, with Capt. Cazenove and Mr. Peters, proceeded by land to the Fort. The agent was politely received by the officers commanding. But contrary to his reasonable expectations, a permit to pass with the boats was denied to him. The officer being a subordinate, justified his strange refusal on the ground of his being a violation of his instructions. No permit could be granted, except by the consent of the commanding officer on the frontier, who was then at Niagara. Entreaties were of no avail, and the agent returned sadly disappointed.

The instructions of the company to their agent, were not in any event to run by the Fort, but if permission was not granted, to lay by till further instructions could be received from them. The prospect of two or three weeks delay for this purpose, in a sickly country, was no way promising. The men were extremely impatient under the prospect of delay. They had heard that nearly all the troops composing the garrison were on the sick list, and this intelligence increased their fears. They were in a multitude of doubts as to the course to be pursued.

If they attempted to run by the Fort, it would be against the express orders of the company, and if the attempt should prove unsuccessful, the entire enterprise would be defeated, and thus a fearful weight of responsibility thrown upon the agent.

Nor was the other alternative free from difficulty and danger. The unhealthy climate might produce as general sickness among the men as it had among the soldiers of the garrison, and so disable their force as to oblige them to return.

After mature deliberation, it was nearly a unanimous resolve to attempt the passage. In the execution of this plan, great skill and prudence was required. The boats were floated down to within four miles of the Fort, where they were hauled into a small bay, and secreted among the bushes. One of the boats was then relieved of the greater part of its cargo, manned with double oars, and with the agent on board, rowed down to the Fort. Supposing that the boat was destined to Fort Niagara for the purpose of getting a permit for the rest of the boats, he was suffered to pass. In the dead of night, the garrison being put off their guard by this stratagem, the others passed unobserved and safely by the Fort.

Their greeting with the waters of Lake Ontario was a hearty and a welcome one. The men set up shouts of rejoicing that might have been heard at the Fort, even over the noisy din of the elements. Never did men feel better after being relieved from a perilous situation, than they felt.

The first boat had proceeded on to Sodus, where the little fleet intended to make a harbour. A sudden storm arose, which overtook the boats before they reached Sodus, and before they had finished their rejoicing. The storm was very violent, and the darkness of the night made it imminently perilous. The crew which had landed at Sodus, built beacon fires that the other boats might be directed to the harbour. But the storm had suddenly increased in violence, and it was impossible for either of the boats to make the harbour.

The situation of the agent at this moment was intensely painful. His companions were in a perilous situation, and it was out of his power to afford them the least relief. They

were off but a short distance from a dangerous shore, and the next billow might dash their little barks in a thousand pieces. Besides, he had assumed the responsibility of running by the Fort, and though successful in that attempt, yet if the boats were now cast away or lost, the whole responsibility of that catastrophe would rest upon him.

In this state of suspense and alarm, a man from one of the boats came running from the beach with the intelligence that all was lost. No anxiety could be greater, or suffering more intense than was that of the men on shore. They flew up and down the shore to see if some assistance could not be rendered, or tidings obtained from their shipwrecked companions. They found thrown upon the shore a gun and oar, which they knew belonged to Capt. Beard, who had charge of one of the boats. This circumstance increased their alarm, and gave new point to their grief. But they were not allowed to remain long in this painful suspense. The next moment they met Capt. B. himself, and inquired if all was lost! He replied that nothing was lost but a gun and oar!! The other boats reached the shore, but they sustained much injury. Fortunately no lives were lost. One of the boats was so much injured that it could not be repaired, and was thrown by—the damage to their cargoes was inconsiderable.

While their boats were repairing at Sodus, the agent proceeded by land to Canandaigua. He there met Gen. Cleveland with instructions to him from the company, if he thought it advisable, to run by the Fort. This, in a measure, relieved his anxiety on the subject.

After a detention of nearly two weeks, they again embarked on board the three remaining boats, and prosecuted their toilsome journey up the Lake. Nothing unusual occurred during this part of their journey. After numberless embarkments and re-embarkments, they landed their stores at Fort Erie, (opposite Buffalo) and crossed over to Buffalo to hold a council with the Indians.

They found the Indians assembled to the number of about one thousand to meet them. These were the remnant—a weak and feeble remnant of the mighty Six Nations. "The glory thereof had departed." This tribe whose name had spread terror wherever it was known, had now assembled to give mere forms to a treaty which was to surrender up their vast dominions into the hands of their deadliest foe, the white man.

This was one of the last public acts of that nation. They knew that their existence was short; that the progress of civilization would soon waste away the little remnant, and "leave not a wreck behind." They seemed to wish their sun to set with as much dazzling splendour as possible. They had, therefore, left their hunting grounds, and assembled around their council fires to exhibit, for perhaps the last time, the fancied splendour of their own greatness.

Red Jacket and Farmer's Brother conducted the treaty on the part of the Indians, and they managed quite adroitly. But they relinquished every claim, and gave the company peaceable possession of the country. So many presents were made to the Indians, that they were ever after the friends of the company.

After the completion of the treaty, they pursued their route up Lake Erie. Profiting by their sad and nearly fatal experience on Lake Ontario, they kept near the south shore of the Lake to avoid the danger of sudden storms.

On the 4th of July, 1796, the party to their great joy, first set their feet on the virgin soil of Ohio. On this day they landed at Conneaut, and there celebrated the Twentieth Anniversary of American Independence.

Their joy was complete at the successful termination of their journey. They had been greatly threatened with dangers, but had escaped them all. Though several times their enterprise came near being defeated, they sustained no material loss or injury; and it is a singular and striking feature of this expedition, that notwithstanding they visited this new country in the most unhealthy season of the year, not a life was lost from sickness. Providence seemed to smile upon them with peculiar favour.

The survey was immediately commenced.—The surveyors proceeded to the south line of the Reserve, and run a

line west five miles from the Eastern line of Ohio, thence run a meridian line to the Lake. In this way, the survey of the townships east of the Cuyahoga was completed. The Indian title to the land west of the Cuyahoga River was not then extinguished, and the party this season confined their labours to the land east of the river.

Only two townships were surveyed into lots, viz. Cleveland and Euclid. In the latter part of July they reached Cleveland, built a log house, and with all due solemnity gave this place its name.

During their stay they were subject to all the rigorous hardships of the wilderness. Frequently deprived of food and sleep, they were strangers to all the enjoyments of civilized society.

On the 8th of October, the object of the enterprise being completed, the company separated, and most of them returned to their homes.

From the Saratoga Sentinel.

THE SPRINGS.

New Mineral Fountain.—The return of warm weather within the last few days, has brought with it a large accession of visitants to our mineral fountains, and the prospect is flattering that the public establishments will soon be filled to overflowing.

Connected with this subject, it may not be improper to notice the discovery of a new and valuable mineral spring, which is probably unrivalled by any other fountain at this place or on the continent. It was obtained by means of excavation, late in the fall, a few rods north of the celebrated High Rock. It affords a copious supply, and is remarkably transparent and pungent, being more highly charged with carbonic acid gas than any other fountain in the place. According to an analysis of Professor Emmons, of the Medical College in Albany, recently made, one gallon of this water contains the following ingredients:—

Muriate of soda,	187 grains.
Carbonate of magnesia,	75 "
Carbonate of lime,	26 "
Carbonate of soda,	2 "
Carbonate of iron,	1 "
Hydriodate of soda, or iodine,	3½ "
Carbonic acid gas, (from water which has been bottled 3 weeks,)	330 cub. in.
Atmospheric air,	4 inches.

The freedom of this water from iron is truly remarkable, and as Professor E. remarks, "supplies a desideratum which has been wanting, viz. a water which may be drunk by a certain class of invalids, with whom iron proves a decided injury." He also remarks, that this water contains more iodine than any spring, which adapts it to many of the forms of scrofula, goitre, &c., for which it may be freely drunk, without inducing debility.

Preparations are now making to improve the approach to this fountain, the grounds in the vicinity, and for bottling it for market—its purity and freedom from any thing like a deposit, render it peculiarly favourable for this purpose. It is called the Walton Spring.

India Cotton.—It appears by a report of the committee of commerce and agriculture, read at the anniversary of the Asiatic Society in London, a short time since, that great attention has lately been given to the subject of improving the quality of the cotton in the British East India possessions. Many details of the efforts of individuals to introduce improvements, whether successful or not, have been collected and arranged, with a view to investigate the causes of success or failure.

Accounts of the most approved modes of culture in America have been obtained; specimens of the best cotton soils have been imported from Georgia for the purpose of being analysed—and the committee confidently look forward to the time when they will be able to place within the reach of the practical agriculturist, such information as shall enable him to grow cotton in India equal to that of any part of the world.—*Boston Mercantile Journal.*

Tobacco Trade.

We have received the following statement of Tobacco from our New Orleans correspondent.

STATEMENT OF TOBACCO.

Average crop of Virginia Tobacco,	hhds.	45,000
Do. do. Kentucky do.		35,000
Do. do. Maryland do.		81,000
Do. do. Ohio do.		4,000

115,000

Crops of 1838.

Virginia crop	hhds.	26,000
Kentucky		27,000
Maryland		16,000
Ohio		3,000

72,000

Deficiency of the last year's crops	43,000
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Average crop of the United States	115,000
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Average exports from the United States	90,000
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Consumption of the United States	25,000
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With full crops and moderate prices of tobacco, 17,000 hhds. of Virginia, and 8,000 Kentucky leaf, are annually manufactured in the States.

In the above calculations the stocks on hand in this country, at the end of the season, are not included; and which, it is notorious to every person engaged in the trade, were at the termination of last season, reduced lower than they had been for many years past.

The crops of last season amount, as shown above, to 72,000 hhds., of which only the Kentucky crop is of a fair average quality, while three fifths of the Virginia and Maryland crops are represented to be of as an inferior quality as ever was sent to market.

KENTUCKY TOBACCO.

	1837.	1838.
Stock at New Orleans, including strips and stems, on the 1st October	hhds. 1,511	2,301
Receipts from the 1st October, 1837 '38	38,106	
Receipts from the 1st October 1838, to 29th June, 1839		25,971
Expected to arrive up to the 1st October next		1,000
	39,617	29,272
Apparent deficiency		10,245
	39,617	39,617
Total receipt as above	38,106	26,971
Deduct strips and stems	4,100	8,000
	34,006	18,971
Deficiency in leaf		15,035
	34,006	34,006

Exports of Kentucky Tobacco from New Orleans.

	1838.	1839.
Great Britain	hhds. 10,081	6,476
France	5,143	321
North of Europe	2,973	1,212
South of Europe	3,366	3,268
Coastwise	15,563	9,925
Stock in this city 29th June, according to Levy's Prices Current, amount to	hhds. 7,500	
From which has to be deducted damaged tobacco, and tobacco broken up for baling	300	
	6,900	

Brought over	6,900
To arrive till 1st October	1,000

7,900

And if every hhd. of this stock was exported	7,900
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37,076 28,672

The apparent deficiency in exports would show	8,404
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hhds. 37,076 37,076

The apparent falling off in exports shows as above	8,404
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But as there has been exported more of strips and stems this season	4,000
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The exports in leaf will fall short, compared with last season, about	hhds. 12,000
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The exports coastwise, amounted last season to	hhds. 15,563
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This season they amount, to the 29th June,	9,295
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Leaves to be shipped coastwise, to equal last year's exportation	6,268
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And the entire stock of Leaf Tobacco now in the city, of which the greater part will likely be shipped to Europe, does not amount to	6,000
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Besides, the exports from Kentucky, by way of the canal to the northern markets, will amount to one-fourth the quantity of last season.

Only about 200 hhds. of Leaf Tobacco have been shipped to the Continent this season. The residue consisted of stems; and of the new crop, not a hhd. has been shipped to France.

From the year 1830 to 1836, the Tobacco crops of the United States have been fully average ones, and the crops of 1837 fell but little short of an average; still the stocks in all the European markets were reduced, on the first of January last, lower than known for many years past, and the stocks in this country were comparatively small. This certainly goes far to prove that the consumption of Tobacco has greatly increased, while it is well known that the production of it has not.

Of Kentucky Tobacco, the foreign markets were almost entirely bare, owing, in a great measure, to the extraordinary increase of the consumption of Segars all over the world—for which Havana, Cuba, and Domingo Leaf will no longer suffice; and Kentucky Leaf, with trifling exceptions, is the only American Tobacco which can be used as a substitute. The increased intercourse with Africa has also secured a great consumption of Kentucky Tobacco.

It has been shown above that the average crops amount to	hhds. 115,000
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That the average exports amount to	90,000
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And that the average consumption of the United States amounts to	25,000
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And that last year's crops amount to only	72,000
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If the manufacture of Tobacco in the United States decreases to 14,000 hhds. the exports will amount to	5,800
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Suppose that the now growing crop be a very full one, and our exports next season should reach	100,000
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The average for the two years	158,000
	79,000

Would not be equal to the consumption abroad in ordinary years.

Under such circumstances it would appear that the trade is altogether in a very healthy condition; and that it is not improbable that the prices of good and fine, and wrapping leaf may yet further advance.—*N. Y. Herald.*

New Orleans, 1st July, 1839.

SUMMARY STATEMENT

Of the quantity and value of Goods, Wares, and Merchandise, of the growth, produce, and manufacture of Foreign Countries, exported from the United States, for the year ending on the 30th of Sept. 1888.

SPECIES OF MERCHANDISE.	Quantity.	Value.	SPECIES OF MERCHANDISE.	Quantity.	Value.
MERCHANDISE FREE OF DUTY.			Blankets, not above 75 cts. each	-	4,096
Specimens of botany -	-	\$30	above 75 cents each	-	13,612
Lapis calaminaris, tutenague, spelter or zinc	-	9,956	Hosiery, gloves, mitts, and bindings	-	403
Brimstone and sulphur	-	7,748	Other manufactures of wool	-	2,392
Undressed furs of all kinds	-	13,993	Worsted yarn	-	905
Hides and skins, raw	-	96,304	Manufactures of cotton—	-	-
Wood, dye	-	298,689	Dyed, printed, or coloured	-	826,111
Unmanufactured mahogany and other	-	110,257	White	-	246,312
Tin, in pigs and bars	-	84,972	Hosiery, gloves, mitts, and bindings	-	14,746
In plates and sheets	-	37,099	Twist, yarn, or thread	-	29,768
Brass, old	-	1,172	Nankeens, direct from China	-	25,380
Copper, in pigs and bars	-	26,746	Other manufactures of cotton	-	11,189
In plates, suited to the sheathing of ships	-	21,989	Silks from India, China, &c.—	-	-
Old, fit only to be re-manufactured	-	12,295	Piece goods	-	348,351
Bullion, Silver	-	2,500	Sewing silk	-	7,347
Specie, Gold	-	740,263	Sewing silk from Europe, &c.	-	7,252
Silver	-	2,292,342	Lace, thread and cotton	-	30,135
Teas originally imported from China, &c.	lbs 2,435,302	935,905	Flaxen goods—	-	-
Coffee	-	5,267,087	Dyed and color'd linens, checks, &c.	-	85,460
Cocoa	-	3,068,358	Other manufactures of flax	-	2,780
Fruits, Almonds	-	31,620	Hempen goods—	-	-
Currants	-	4,388	Sail-duck	-	45,691
Prunes	-	4,356	Other manufactures of hemp	-	7,190
Figs	-	9,546	Hats and bonnets—	-	-
Raisins, Muscatel, &c.	-	198,729	Leghorn, chip, straw, grass hats, &c.	-	30,992
other raisins,	-	28,910	Fur, wool, and leather	-	1,936
Spices, Nutmegs	-	897	Manufactures of iron, or of iron and steel—	-	-
Cinnamon	-	25,805	Side arms	-	931
Cloves	-	31,054	Fire arms not specified	-	748
Black pepper	-	2,448,841	Cutting-knives	-	125
Pimento	-	971,358	Socket chisels	-	262
Cassia	-	118,822	Spades and shovels	-	984
Ginger	-	32,912	Other articles	-	57,323
Campilot	-	45,240	Manufactures of—	-	-
Silks, other than from India, viz:	-	-	Copper	-	1,883
Leave-veils, shawls, shades, &c.	-	14,996	Brass	-	21,494
Other manufactures of	-	209,332	Tin	-	262
Manufactures of silk and worsted	-	2,118	Pewter	-	406
Camlets of goats' or camels' hair, as cashmere of Thibet	-	6,220	Lead	-	120
Worsted stuff goods	-	54,514	Wood—cabinet ware	-	3,601
Linens, bleached and unbleached	-	427,444	other articles	-	8,021
Tickenburgs, osnaburgs, & burlaps	-	29,701	Leather	-	8,091
Sheetings, brown and white	-	176,791	Marble	-	420
Bolting cloth	-	2,444	Gold and silver, and precious stones, set or otherwise	-	26,018
Wool, unmanufactured, costing 8 cents or less per lb.	lbs 97,870	6,809	Watches, and parts of	-	3,776
Quicksilver	-	58,788	Articles of Glass paying a duty of 20 per cent.	-	9,177
Opium	-	16,653	Glassware, cut, and not specified	5,992	1,413
Grude saltpetre	-	22,788	plain, and other &c.	17,423	4,604
All other articles	-	1,178,641	Wares—	-	-
Total	-	\$7,986,411	China and porcelain	-	514
MERCHANDISE PAYING DUTIES AD VALOREM.			Earthenware and stone	-	26,894
Manufactures of wool—	-	-	Plated, not specified	-	1,155
Cloths and cashmeres	-	\$152,899	Gilt	-	2,420
Merino shawls, of wool	-	1,954	Japaned	-	60
			Carriages, and parts of	-	565
			Slates of all kinds	-	288
			Quills, prepared	-	466
			Paper hangings	-	969
			Hair-cloth and hair-seating	-	71
			Brushes of all kinds	-	44
			Raw silk	-	79,251
			Indigo	lbs 17,761	24,961

TABLE CONTINUED.

SPECIES OF MERCHANDISE.	Quantity.	Value.	SPECIES OF MERCHANDISE.	Quantity.	Value.
MERCHANDISE PAYING DUTIES AD VALOREM—continued.			Gunpowder - - - - lbs	1,875	506
Wool, unmanufactured, exceeding 8 cents per pound - - lbs	84,789	\$16,879	Bristles - - - - "	3,250	2,177
Value of merchandise not enumerated, at 5 per ct.	—	2,347	Ochre, dry - - - - "	11,110	203
Do. 12 do.	—	430	Red and white lead - - "	79,476	7,490
Do. 12½ do.	—	2,520	Whiting, and Paris white - "	6,881	214
Do. 15 do.	—	195,733	Litharge - - - - "	2,663	169
Do. 20 do.	—	884	Lead—pig, bar, and sheet - "	318,319	15,372
Do. 25 do.	—	86,490	Shot - - - - "	11,200	560
Do. 30 do.	—	441	Cordage, cables and tarred - "	827,201	61,775
Do. 50 do.	—	17,844	untarred and yarn - "	39,417	4,058
Total - - -	—	\$2,518,329	Twine, packthread, &c. - "	23,645	3,534
MDZ. PAYING SPECIFIC DUTIES.			Corks - - - - "	5,348	2,056
Woollens—			Copper nails and spikes - "	2,421	629
Flannels - - - sq yds	47,394	\$26,759	Fire-arms—Muskets - - No.	6,424	21,711
Carpetings—			Rifles - - - - "	12	75
Brussels, Wilton, and treble			Iron and steel wire, not above No. 14	1,375	137
ingraind - - - - "	90	190	above No 14 lbs	575	86
Oil cloth, other than patent			Iron—tacks, brads, and sprigs, not		
floor cloth - - - - "	6,400	1,735	exceeding 16 oz. per thousand M	280	18
Cotton bagging - - - - "	122,298	17,304	Nails - - - - lbs	1,373	119
Wines—in casks, bottles and			Spikes - - - - "	316,206	18,552
other vessels,			Cables & chains, or parts thereof - "	12,163	1,347
Madeira, - - - - gals	5,025	10,544	Anchors - - - - "	600	75
Sicily, - - - - "	2,445	2,507	Castings, other than vessels, - "	37,760	2,440
Red, of France, in casks - - "	83,043	26,799	Round iron, as brasiere's rods, of		
Other of France, in casks - - "	68,275	22,291	3-16 to 8-16 in. diam. - - "	7,022	1,851
Of France, in bottles and cases - "	47,484	53,239	Sheet and hoop - - - - "	303,653	20,296
Sherry, - - - - "	9,777	9,248	Band, scroll iron, or casement rods,		
Red, of Spain and Austria, in			slit or hammered - - - lbs.	1,120	62
casks - - - - "	6,407	2,981	Pig - - - - cwt	1,312	2,255
Other of Spain, Austria, Ger-			Old and scrap - - - - "	140	200
many, &c. - - - - "	46,449	25,965	Bar, manufactured by rolling - "	7,172	24,889
Of other countries, in casks - - "	15,557	12,702	manufactured otherwise - - "	447	1,799
in bottles - - - - "	5,497	7,166	Steel - - - - "	4,184	30,375
Spirits, from grain - - - - "	16,510	11,437	Copperas - - - - "	80	300
from other materials - - - - "	216,166	172,363	Wheat flour - - - - "	476	2,123
Molasses - - - - "	62,098	19,584	Salt - - - - bushels	37,260	16,120
Vinegar - - - - "	10,187	3,432	Coal - - - - "	75,371	20,554
Beer, ale, and porter, in casks - "	2,708	837	Wheat - - - - "	5,357	9,027
in bottles - - - - "	1,503	1,434	Potatoes - - - - "	180	180
Oil, of foreign fishing—			Paper, folio and quarto post - lbs	960	710
Whale and other fish - - - - "	1,466	605	foolscap, drawing and writing - "	68,540	13,978
Olive, - - - - "	3,942	3,134	Sheathing, binders', wrapping, and		
Linseed - - - - "	13,888	10,946	box-boards - - - - "	81,540	8,754
Chocolate - - - - lbs.	240	36	All other - - - - "	5,012	700
Sugar—Brown - - - - "	4,508,074	277,198	Books—in other languages than		
White, clayed or powd - - - - "	7,121,250	611,977	English, Latin, and Greek vols	5,702	5,788
Candles—tallow - - - - "	158,436	18,155	All other, bound - - - lbs	4,877	3,941
Cheese - - - - "	34,309	4,303	Demijohns - - - - No.	12,820	6,146
Soap - - - - "	4,738	576	Bottles, black, not above 1 qt. gross	875	5,035
Tallow - - - - "	106,720	8,165	Window glass, not exceeding 8		
Beef and pork - - - - "	399,259	16,409	by 10 inches - - 100 sq. ft.	705	3,188
Epsum Salts, - - - - "	600	30	Exceeding 8 by 10, and not ex-		
Tabacco, manufactured—			ceeding 10 by 12 in. - - "	439	2,504
Snuff - - - - "	5,147	4,538	Exceeding 10 by 12 inches - - "	344	2,932
Cigars - - - thousands	8,129	98,290	Fish, dried or smoked - quintals	14	45
Other than snuff and cigars lbs	3,048	323	All other - - - - bbls	9	150
Cotton - - - - "	1,360,008	130,235	Shoes and slippers, silk - pairs	1,428	868
			Leather, kid, morocco, &c. - "	3,011	1,673
			Playing cards, - - - packs	17,424	4,373
			Total value of mdz. paying specific		
			duties - - - - -	—	1,948,055
			Paying ad valorem duties - - -	—	2,518,329
			Free of duty - - - - -	—	7,986,411
			Total - - - - -	—	12,452,795

T. L. SMITH, Register.

TREASURY DEPARTMENT, Register's Office, April 27, 1899.

SUMMARY STATEMENT

Of the value of the exports of the growth, produce, and manufacture of the United States, during the year commencing on the first day of October, 1837, and ending on the 30th day of September, 1838.

THE SEA.

Fisheries—

Dried fish, or cod fisheries	\$626,245
Pickled fish, or river fisheries (herring, shad, salmon, mackerel)	192,768
Whale and other fish oil	1,556,775
Spermaceti oil	137,809
Whalebone	321,458
Spermaceti candles	340,531
	<u>\$3,175,576</u>

THE FOREST.

Skins and furs	633,945
Ginseng	36,622
Products of wood—	
Staves, shingles, boards, hewn timber	\$2,102,053
Other lumber	267,134
Masts and spars	36,150
Oak bark and other dye	161,694
All manufactures of wood	549,165
Naval stores, tar, pitch, rosin, and turpentine	703,394
Ashes, pot and pearl	710,342
	<u>4,529,932</u>
	<u>5,300,499</u>

AGRICULTURE.

Products of animals—

Beef, tallow, hides, horned cattle	528,231
Butter and cheese	148,191
Pork, (pickled,) bacon, lard, live hogs	1,312,346
Horses and mules	331,620
Sheep	20,462
	<u>2,340,850</u>

Vegetable food—

Wheat	8,125
Flour	3,603,299
Indian corn	141,992
Indian meal	722,399
Rye meal	110,792
Rye, oats, and other small grain and pulse	94,533
Biscuit, or ship-bread	263,686
Potatoes	56,898
Apples	41,121
Rice	1,721,819
	<u>6,764,664</u>

Tobacco
Cotton

9,105,514
7,392,029
61,556,811

All others agricultural products—

Flaxseed	55,954
Hops	53,602
Brown sugar	30,487
Indigo	50
	<u>140,093</u>

78,194,447

MANUFACTURES.

Soap and tallow candles	513,721
Leather boots and shoes	133,476
Household furniture	281,683
Coches and other carriages	42,307

Hats	\$102,652
Saddlery	38,909
Wax	67,181
Spirits from grain, beer, ale and porter	165,316
Snuff and tobacco	577,420
Lead	21,747
Linseed oil and spirits of turpentine	94,295
Cordage	21,547
Iron—Pig, bar, and nails	102,623
Castings	33,451
All manufactures of	573,424
Spirits from molasses	99,473
Sugar, refined	249,671
Chocolate	3,315
Gunpowder	162,234
Copper and brass,	81,363
Medicinal drugs	112,601
Cotton piece goods—	
Printed and coloured	\$252,044
White	3,250,130
Nankeens	6,017
Twist, yarn, and thread	168,021
All other manufactures of cotton	82,543
	<u>3,758,765</u>
Flax and hemp—	
Cloth and thread	1,244
Bags, and all manufactures of	2,146
Wearing apparel	259,194
Combs and buttons	47,629
Brushes	5,970
Billiard-tables and apparatus	969
Umbrellas and parasols	12,967
Leather and morocco skins not sold per pound	28,071
Printing presses and type	34,681
Fire engines and apparatus	2,784
Musical instruments	8,604
Books and maps	50,913
Paper and stationery	94,535
Paints and varnish	22,410
Vinegar	6,241
Earthen and stone ware	12,019
Manufactures of glass	87,881
Tin	10,179
Pewter and lead	6,461
Marble and stone	5,199
Gold and silver, and gold leaf	5,519
Gold and silver coin	472,941
Artificial flowers, and Jewelry	11,756
Molasses	6,620
Trunks,	2,385
Bricks and lime	31,322
Domestic salt	67,707
	<u>8,482,321</u>
Articles not enumerated—	
Manufactured	392,217
Other articles	587,761
	<u>979,978</u>
Summary—	
The Sea	3,175,576
Forest	5,300,499
Agriculture	78,194,447
Manufactures	8,482,321
Articles not enumerated	979,978
	<u>\$96,033,831</u>

Total domestic exports

T. L. SMITH, Register.

Treasury Department,
Register's Office, May 1, 1839.

Late and Important from China.

STOPPAGE OF THE FOREIGN TRADE.

By the arrival yesterday morning of the ship Omega, Captain Hillert, in 122 days from Canton, letters have been received from thence to the 26th of March, which state, that owing to the difficulties growing out of the smuggling of opium, the Imperial Envoy had, on the 22d of that month, closed the trade to all foreigners. This event, the arrest of a member of the house of Dent & Co., and the seizure and destruction of some twelve hundred chests of opium, caused a very great excitement among the foreign residents, for whose protection two or three British men of war were making their way up the Canton river as the Omega was coming down. Two British ships, and one American, the Girard, Captain Drinker, were loaded and ready for sea, when the proclamation for the close of the foreign trade, made its appearance, but were detained by the custom house officers, who refused to give them their clearances.

On the 18th of March, four days previous to the close of the foreign trade, the following proclamation was addressed by the Imperial Commissioner to the foreign residents:—

Journal of Commerce.

Proclamation to Foreigners from the Imperial Commissioner, H. E. Lin.

Lik, a high officer of the Chinese empire, now specially appointed an imperial envoy, a president of the board of war, and viceroy of Hoo Kwang, hereby proclaims to the foreigners of every nation, that they may thoroughly know and understand.

Whereas ye said foreigners, coming to Canton to trade, have usually reaped immense profits; therefore it is that your ships, which in former years amounted annually to no more than several tens, now exceed a hundred and several tens, which arrive here every year. Your import goods, no matter what they be, with us find a consumption; and respecting the cargo which you may wish to purchase in return, there is nothing in which you may not adventure. I would like to ask you in the wide earth under heaven you can find such another profit yielding market as this is? Our great Chinese emperor views all mankind with equal benevolence, and therefore it is that he has thus graciously permitted to trade, and become, as it were, steeped to the lips in gain. If this port of Canton, however, were to be shut against you, how could you scheme to reap profit more? Moreover, our tea and rhubarb are articles which ye foreigners from afar cannot preserve your lives without; yet year by year we allow you to export both beyond seas, without the slightest feeling of grudge on our part; never was imperial goodness greater than this!

Now, if ye foreigners had a proper sense of gratitude for this extraordinary goodness, ye would hold the laws in dread; and while ye sought to profit yourselves, ye would abstain from injuring other men. But how happens it on the contrary that ye take your uneatable opium and bring it to our central land, chousing people out of their substance, and involving their very lives in destruction? I find that, by means of this noxious article, you have been fraudulently imposing upon the Chinese people now upwards of several tens of years, during which time the unjust wealth ye have reaped exceeds all calculation: this is a circumstance sufficient to rouse the general indignation of mankind, and which the laws of heaven can with difficulty scarce pardon.

Formerly, the prohibitions of our empire might still be considered indulgent, and therefore it was, that from all our ports the syces leaked out as the opium rushed in: now, however, the great emperor, on hearing of it, actually quivers with indignation, and before he will stay his hand, the evil must be completely and entirely done away with.

Respecting our own subjects, he who opens an opium shop, or sells opium, is immediately put to death; and it is also in agitation, whether or not to the mere smoker may not be accorded the extreme penalty of the law; and ye foreigners who come to our central land to reside, ought in reason to submit to our statute, as do the natives of China themselves.

Now I, the said imperial envoy reside in Fokien, on the borders of the sea, and thoroughly understand all the arts and ingenious devices of you foreigners in all their bearings; so it is that I have to thank the great emperor for thus specially appointing me as an officer who has frequently distinguished himself by meritorious actions, to be a special commissioner for reducing to order these distant districts, and for taking measures with irresponsible authority to prevent the further influx of opium. Were I to go back and sit in judgment on your reiterated crimes as relates to the selling of opium,—then indeed to spare you would be impossible; but, remembering that ye are foreigners from afar, and that hitherto ye may not have known that our laws are so severe, I now clearly expound the statute to you, not bearing to slay you without previous instructive warning.

I find that ye have now anchored at Lintin and other places, many store-ships, in which are several tens of thousands of chests of opium. Your intention is to dispose of them clandestinely, but ye remember not how strict we are in making captures at this port; how, then, will ye find people who will convey it for you any more!—And seizures being made with equal severity throughout every province of the empire, what other place have ye where ye dare to sell it off? This time opium is indeed prohibited and cannot circulate; every man knows that it is a deadly poison; why then should you heap it up in your foreign store-ships and keep them there long anchored on the great sea; not only thereby wasting much money by their heavy expenses, but exposing them to the chance of storms, of fire, and other accidents which no man can foresee!

I, therefore, uniting all these circumstances, now issue this my edict, and when it reaches the said foreigners, let them immediately, and with due respect in conformity thereto, take all the opium in these said store ships, and deliver it up to the officers of government; and allow the hong merchants to examine clearly, which man by name gives up so many chests; the total weight, so many catties and taels; and let the hong merchants make out a distinct list to that effect, and hand it up to the officers to be checked; that these officers may openly take possession of the whole, and have it burned or destroyed, so as to cut off its power of doing mischief; a single atom must not be hidden or concealed; and at one and the same time, let a duly prepared bond be drawn up, written in the Chinese and Foreign character, stating clearly that the ships afterwards to arrive here, shall never, to all eternity, dare to bring any opium; should any ship, after this, bring it, then her whole cargo on board is to be confiscated, and her people put to death; and that they will willingly undergo it as the penalty of their crime; all this to be stated clearly in the said bond.

I have heard it said, that in the ordinary transactions of life, ye, the said foreigners attach a great deal of importance to the words "good faith." If, then, you will readily do as I am commanding you—i. e. take that opium which has come, and deliver every atom of it up to the officers of government, and in relation to that opium not yet arrived, prevent it from ever coming here, and this will show that you really can feel contrition for your crime, and fear the laws of the land: this then, may spare your previous iniquities being raked up and brought against you. I, the imperial commissioner, will then forthwith consult with the governor and fooyuen that we conjointly memorialize the great emperor, that he may grant you extraordinary indulgence, and that he may not only forgive you your previous sins, but that he may also bestow upon you some proof of his favour, so as to testify his approbation of your contrition and repentance; and after this your trade may go on the same as ever. Thus not losing by being good foreigners, and by means of an honourable traffic, attaining to riches and honours: can any thing be more respectable than this? But if, on the other hand, you obstinately adhere to your folly, and will not awake, if you think to borrow excuses to carry on your smuggling, or if you use the name of some sailor or other to bring it, and say that does not concern you, or if you craftily say that you are going to take it to another

country, or throw it into the sea, or if you wish to seize an opportunity for going to another province to sell it, or if you hope to stifle inquiry by giving up to the mandarins one or two chests out of ten, then all such procedures show that you have in your hearts a desire to oppose the laws, and to remain firmly wedded to your wickedness, without prospect of change; then I say, that although it is the maxim of our Chinese empire to treat with great kindness and tenderness the men from afar, yet we cannot suffer them to treat us with scorn and contempt; but shall immediately, in conformity with the new statute, punish them with the utmost severity, as we do our own people.

Upon this occasion, I, the imperial commissioner, being at Peking, in my own person received the Emperor's commands; the law, when once uttered, must be put in force! moreover, having brought with me these orders, and this great and responsible authority for prevention, they must be executed to the benefit of public business, and may not be compared with that careless examination and mode of acting that belong to ordinary matters. If the stream of opium cannot be cut off I cannot return from this; I am sworn to have the same beginning and end, (anglice, to stand or fall) by the opium question. There is no such thing as suspending my labours in the middle. Moreover, I find that the indignation of the people of the inner land is almost to a man roused against you; and if ye foreigners will not reform and repent, if profit continues to be your sole object; then it is not only with the majesty of our troops and the abundance of our forces by land and water that we may sweep you off, but we have merely to call upon the common people of the land to rise, and these would be more than utterly sufficient to annihilate you. Further, we should, as a temporary expedient, close the ships holds, and as a final one shut up the port; and what difficulty would there be in cutting off your commerce for ever? Our Chinese empire covers many tens of thousands of miles in extent; every sort of produce is there heaped up and running over. We have no occasion to borrow any thing from you foreigners; but I fear that were we to stop the intercourse, the plan for doing business (and obtaining profit) of every one of your countries would at that moment come to an end! Ye foreign traders, who have come from distant countries, how is it that you have not yet found out the difference between the pains of toil and the sweets of ease? the great distance betwixt the power of the few, and the powers of the many.

In reference to those vagabond foreigners who reside in the foreign hongs, and are in the habit of selling opium, I already know their names full well, and those good foreigners who do not deal in opium, I am no less acquainted with them also. Those who can point out the vagabond foreigners, and compel them to deliver up their opium, those who first step forward and give the bond before spoken of, these are the good foreigners, and I, the imperial envoy, will speedily bestow upon them some distinguishing mark of my approbation. Wo or happiness, disgrace or honor, are in your hands! It is ye yourselves who select for yourselves.

I have now ordered the hong merchants to go to your factories and explain the matter to you, and I have limited three days within which they must let me have a reply, and at the same time produce the duly prepared bond afore mentioned.

Wait till I have consulted the viceroy and fooyuen, when we shall clearly proclaim the time within which the opium must be delivered up.

Do not indulge in idle delay and expectation, which will only lead to a vain repentance. A special edict.—Taook-wang, 19th year, 2nd moon, 4th day.—18th March, 1839.

We have just time to publish the following, issued this evening:

To Mr. Westmore and the other gentlemen of the honorable Chamber of Commerce:

A respectful communication.

We beg to call your attention to the enclosed copy of an edict we have just received from H. E. the Hoppe, com-

manding that, during the present state of affairs, no foreigner be permitted to apply for leave to go down to Macao.

Please circulate this among the residents, that all, knowing, may obey. It is for this we write, and with compliments remain,

The HONG MERCHANTS.

EDICT.

Yu, Hoppe, &c. &c. proclaims to the Hong merchants for their full information.

Pending the stay of the Commissioner in Canton, and while the consequences of his investigations, both to foreigners and natives, are yet uncertain, all foreign residents are forbidden to go down to Macao. I therefore issue this Edict to the Hong merchants. On receipt of it let them instantly communicate to the foreigners its purport for their information and obedience. For the present they must not petition for leave to go down to Macao.

Do not oppose.—A special edict. March 19th, 1839.

S. FEARON,

Chinese Interpreter, G. G. C.

CANTON, March 12.—H. E. Lin, the imperial commissioner, arrived in Canton about 8 A. M. on Sunday; he immediately proceeded to the Yue hwa shoo palace, where he has fixed his residence. He is accompanied by seven officers, amongst whom is a former judge of Canton named Yaou.

When the Kwangchow Foo, &c. waited upon him to pay their respects, H. E. declined seeing them, but visited Governor and Fooyuen, and then immediately sent for the Hong merchants, and desired them to produce Fung Ying and Chin Keuen. The first of these was formerly an extensive opium broker, known to foreigners by the name of Acong; the latter is Chainam, a well known China street merchant, formerly established at Macao, better known latterly as a dealer in silks and drugs: they are both in concealment.

Before H. E.'s arrival, he had written a letter to the Governor, directing that a great number of officers, soldiers and runners should be seized; it is said the Kwang hee is amongst the number: this proceeding is in pursuance of similar measures lately enforced in Peking.

It is reported that H. E. went yesterday to the Hoppe's office, and examined the records; and the latest report is that he is gone to the Bogue or Macao. Many reports will be spread abroad of his movements and proceedings which must be received with some little mistrust.

Useful Hints.—Extract of a letter from a passenger in the 'Great Western' on her trip to England. "One or two things may be mentioned that may be of service to those who make a trip in the Great Western, or perhaps any other packet. "On a departure from home for England, you are loaded with letters and parcels from friends and also from strangers. It has ever given me pleasure to render a service to any one, but it is sometimes done at a great inconvenience. In the case in question I had no idea of the difficulty. Many found themselves with letters which had been given to them at the wharf, to put into the bag, or into the post office in England—neither of which you have the liberty of doing without paying twenty-five cents per sheet at the purser's office on board, or become liable to a fine of five pounds sterling if the letters are taken ashore. Yesterday Mr. W. paid \$8 75 for letters of this description, which had been given to him mostly at the wharf. Mr. P. paid \$3 87½ and Dr. S. about that sum for similar favors. Parcels, too, cause the same trouble, as you have to pay for every book printed in the United States a certain duty, and in addition to trouble and expense you may be detained a day or two 'to get through the Custom House.'"

New Island in the Pacific.—It is stated in the report of a whaler at Nantucket, that it was reported at Valparaiso in March, that an island had appeared 160 miles to the eastward of Juan Fernandez, on the coast, and that a French man of war had gone to examine it.

From the National Gazette.

East India and American Cotton.

It is stated that a gentleman well qualified for the task, has prepared a paper upon the Cotton Trade with India, for the Asiatic Society, which will shortly appear in the Society's Journal. From the following abstract of the statements of the writer, it will be seen that it will be one of deep interest to this country, if any practical results should follow the publication. We commend the matter to general notice.

"The object of this paper is to show, that British India is capable of growing cotton to such an extent as to render it unnecessary for England to have recourse to America, or to any other foreign market, for the supply she needs. The facts contained in this paper are these. India possesses a population of 150,000,000; these, from the remotest ages, have been clothed with cotton, the growth of Indian soil. To this is to be added, the immense supply required for other purposes, and especially for those purposes peculiar to a tropical climate, such as blinds, canopies, tents, &c. Yet, in addition to what has been required for home consumption, China takes from 50,000,000 to 60,000,000 of pounds annually, and England on some occasions has taken as much more. The average export from India for many years has been 100,000,000 pounds, and in the year 1818 it exported to England and China alone one hundred and forty million pounds. The plant is indigenous to India, and the samples which have been produced and sold, both at Liverpool and in London, have been equal to that of the greatest portions of other cottons brought into the English market. The defect of the India cotton brought into the English market is, that it is badly cleansed and carelessly picked—a circumstance which is to be clearly traced to the excessively low price of wages, that price being but from a penny to three pence per day. At Dacca, not far distant from the sea, within the Delta of the Megna and Barampootra rivers, a superior kind of cotton has long been grown, which produces those incomparable cloths called Dacca muslins. The cottons of the New World have been tried in various parts of the Coromandel coast, and the result has almost everywhere been favourable. The Bourbon cotton has nearly superseded the indigenous growth of Coimbatore, Tinnevely, and Salem. The province of Trichinopoly, which has hitherto refused to grow the cotton of the country, is now producing fine crops of New Orleans. The Sea Island cotton—the best kind that proceeds from the American market—has produced well in South Arcot; and experiments now making under the auspices of the Madras Government, and under the supervision of Dr. White, bid fair to prove that cotton of the finest quality, and of the very best kind, will be produced in that part of India.

The cotton grown on the western coast of the Malayan peninsula, and at Singapore, have proved equal to the original growths of Pernambuco and Bourbon; while a sample from Sauggor Island, close to the sea, has so closely resembled the true Sea Island cotton, as to render it difficult to distinguish it. At Allahabad, Delhi, Hansi, the Deira Doon, and other parts of the north west provinces, the New Orleans and Upland Georgian cottons are thriving, and promise to yield a sample equal to the parent stock.

The obstacles to the success of this trade are said to be the want of a higher price for picking and cleaning, and greater facilities of communication with the different parts of the country; both of which obstacles, it is stated, might be easily removed by the East India Company, with immense advantages to themselves, and a certainty of removing the famine and other disasters under which the people in that country have groaned.

The writer of the paper, of which the foregoing is an analysis, calls the attention of the manufacturers of Manchester, Glasgow, and Paisley, and the merchants of London and Liverpool, to the above facts, not only as affecting their own interests individually, but as affording a means by which they might benefit India, and secure the destruction of slavery in America, by discountenancing slave produce in our markets."

Readers interested in the subject, may remember that on Tuesday last we published an abstract of a report to the English Asiatic Society, in which the writer endeavoured to show the obligation on the part of England, to obtain her supply of Cotton entirely from the East Indies, and the practicability of the scheme. An intelligent correspondent, who has resided several years in India, and has made the subject his particular study, sets forth in the following paper an opposite view of the matter, and we would bespeak for his lucid statements and excellent remarks an attentive perusal.—*Nat. Gazette.*

In your paper of yesterday, you call the attention of your readers to some statements of a writer for the Asiatic Society's Journal, on the Cotton Trade of India, which, appearing in many points incorrect, and peculiarly inopportune at the present moment, when from speculation on this side the Atlantic, and derangement in the monetary affairs of England, our great staple has rapidly fallen in value, I take the liberty of handing you a few remarks on the subject, which I only premise by stating that my information is derived from persons long engaged in the cotton trade in India, from official documents, and from personal observation during a tour through Bundelcund and the Doab, the cotton districts in the north-west part of Hindostan.

In discussing the probability of Indian cotton taking the place of American in the manufactures of Great Britain, there are three points to be taken into view:

- 1st. The ability of India to produce the quantity required.
- 2d. To produce it at a price as low or lower than other growers; and
- 3d. To produce it of a quality equal or superior to other cottons.

1st. As regards the possibility of India supplying four hundred million pounds of cotton to Great Britain, I believe most persons acquainted with the cultivation in India, look upon it as quite easy of accomplishment. The crop of the cotton districts of the north of India, is estimated to average in the neighbourhood of 2,400,000 *Bazar maunds*, or 196,800,000 lbs., of which about 400,000 *Br. mds.* are exported, leaving for consumption 164,000,000 lbs. for a population of 60,000,000, or 2-3 lbs. cotton per annum for each inhabitant, in addition to the British manufactures imported. The cotton districts of Bombay and Madras, though not so thickly populated, export more largely than those of the Bengal Presidency. We will, therefore, suppose the quantity grown in them the same as named above, and we shall then have, for the total cotton crop of India, 690,400,000 lbs. of which about 100,000,000 lbs. are exported annually, as per following memorandum of exports:

1833.	To Great Britain.	To China.	To other places.
From	lbs.	lbs.	lbs.
Calcutta	61,418	10,720,590	
Bombay	35,184,352	49,073,696	2,743,916
Madras	725,500	*	*
1834.			
Calcutta	1,865,664	19,778,072	172,856
Bombay	32,843,328	49,635,040	2,083,440
Madras	687,500	*	*
1835.			
Calcutta	11,152,574	34,924,292	1,347,506
Bombay	40,633,936	20,622,336	2,419,424
Madras	4,527,500	*	*

If the above estimate be nearly correct, India at present produces almost as much cotton as is grown in the United States, and with her dense population could double or treble it, were a market found for it. The cotton crop of the United States may be estimated at 1,600,000 bales, each 400 lbs.—total 640,000,000 lbs.

2d. We next proceed to consider the cost of production. This is a point always difficult to arrive at with any great degree of accuracy, as a favourable or an unfavourable season may vary it 50 or 100 per cent.; but in general, the price in a favourable season may be taken as little more than the average cost of production. For Bengal cotton of a

* We cannot at present lay our hands on statements of Exports of Cotton from Madras to China, but they generally somewhat exceed those of Calcutta.

medium quality, 12 Sicca rupees per Bazar maund of 82 lbs. may be considered an average price in Calcutta. Nor is this article subject to so great a depreciation from the dull state of foreign markets as most others exported, owing to the large proportion consumed in the country. At the rate above named, (exchange on England being 2s. 4d. per Sicca rupee) it would cost on board ship about 5d. per lb. or at a freight of 5d. per ton of 50 cubic feet containing 1,500 lbs. screwed cotton, the cost landed in England would be 5d. 4-5ths.

The average price of Uplands in England may be stated at 8d. per pound, which, with an average crop, would remunerate the planter. The average price of Calcutta cotton of the description referred to, is about 5d.

We therefore infer that, comparing the qualities and cost of production of the two articles together, the English consumers consider American cotton the cheaper. And he must have strange ideas of trade who can suppose that the Indian merchants would let a trade of such magnitude slip through their fingers, could they produce the article at a lower relative cost than their American rivals.

The writer you quote, says very truly, that "the Indian cotton brought to the English market is badly cleansed and carelessly picked," which he attributes to the "excessively low price of wages."

Does he mean to say that the wages of those employed in the cotton fields are lower than those at other agricultural pursuits? Or does he speak of the wages commonly paid in India? If the former, his statement is incorrect; if the latter, it means nothing but that he must wait for the moral and political improvement of India, before he can bring her cotton into competition with that of America.

The truth is, that the greater part of the cotton crop is allowed to fall on the ground, or is picked with leaves and stalks, and has to undergo a cleansing after it is purchased and stored by the merchant; only the very finest descriptions are picked with any care, and they very indifferently. From the manner in which this writer speaks of the business, one might suppose it quite new in the hands of Europeans, instead of which, for the last twenty-five or thirty years, many intelligent and enterprising men have embarked their capitals and energies in fruitless efforts to improve the quality of the article.

We proceed to consider,

3d. The ability of India to produce cotton of a quality superior or equal to that of American growth.

The writer referred to says, that "at Dacca a superior kind of cotton has long been grown, which produces those incomparable cloths called Dacca muslins. The cottons of the New World have been tried in various parts of the Comorand Coast, and the result has almost everywhere been favourable. The Bourbon cotton has nearly superseded the indigenous growth of Coimbatore, Tinnevely, and Salem. The province of Trichinopoly, which has hitherto refused to grow the cotton of the country, is now producing fine crops of New Orleans. The Sea Island cotton, the best kind that proceeds from the American market, has produced well in South Arcot; and experiments now making, under the auspices of the Madras Government, and under the supervision of Dr. White, bid fair to prove that cotton of the finest quality, and of the very best kind, will be produced in that part of India."

"A sample from Saugor Island has so closely resembled the true Sea Island cotton, as to render it difficult to distinguish it. At Allahabad, Delhi, Hansi, the Deira Doon, and other parts of the north-west provinces, the New Orleans and Upland Georgian cottons are thriving, and promise to yield a sample equal to the parent stock."

I quote at length, and now proceed to note some glaring inaccuracies.

The fine cotton which he speaks of as growing in the neighbourhood of Dacca, is cultivated in so small a quantity, if at all, as not to be worthy of notice. The Dacca Muslins are now rarely made; English Muslins made from American cotton having taken their place even in India.

The success of the experiments of the Madras Government have been spoken of for several years past, but the

fruits have not yet appeared. When at Madras, in the latter part of 1837, I procured a sample of Tinnivelly cotton, which is the finest description of India cotton exported, and now send you a portion, to judge whether America has to fear rivalry in that quarter. The value of the sample was Mds. Rupees. 87 per candy of 500 pounds, or about 5½d. per pound on board.

In respect to the success of the experiments tried in the north-western provinces, my information disagrees *in toto* with that of the writer quoted. True, I have seen Upland Georgian growing in a garden not far from Agra, in a very flourishing condition, but was informed by the gentleman owning it, who had been for upwards of twenty years an Agent of the Hon. East India Company for the purchase of cotton, that all his attempts to improve permanently the quality of the article had failed, owing probably to soil and climate.

The first year's growth will generally produce good cotton where American seed is sown, but it rapidly deteriorates in succeeding years, and very soon is no better than the cotton of the country.

This gentleman had used great exertions to clean his cotton thoroughly, and had even imported two American cotton gins, which, however, he did not find to answer, and returned to the old mode of picking by hand.

If cotton of the description named in the article we quote from, is really grown in any merchantable quantity, it is truly marvellous that a Cotton Factory at Budge Budge, fifteen miles below Calcutta, on the Hooghly, should import raw cotton from the United States to spin into yarn for the consumption of the country. Yet this has twice been done within a few years past.

To conclude, I would quote from Mr. Montgomery Martin's "History of the British Colonies," (and he is the warmest champion they have) still further to prove the hopelessness of India ever competing with America in her cotton trade. He says "Cotton well deserves attention were it only for the important circumstance that our chief branch of trade is almost totally dependent on a rival, (and with little provocation,) perhaps, a hostile state." "If we can be made independent of France and America for Indigo and Silk, so can we become also of Cotton, India producing in itself every variety."

"If the late duty had been kept on American raw cotton, sufficient encouragement would have been given to the Hindoo to attend to its cultivation; as it is, we have not only ruined the Indian manufacturer, but in return have offered no encouragement to the raw producer. The cotton grower in India ought to be stimulated to greater efforts."

We admire the friendly feeling here expressed towards America, as well as the wisdom displayed in the proposition to levy a duty on our cotton; and we presume the writer first referred to, entertains sentiments and opinions similar to Mr. Martin's.

Fortunately for Great Britain, she has those to preside over her who know the importance of her Cotton Manufactures, and who would scarce commit the suicidal act of levying a duty on American Cotton, when they every year find it more and more difficult to compete with the manufacturers on the Continent. The writer of the above has not now, nor never had a bale of cotton; his remarks may be therefore considered disinterested, save so far as the common welfare of his country is concerned.

If we are to have any rival in the Cotton Trade, it appears much more probable that it will be Egypt than India.

Very respectfully,

B.

Philadelphia, July 30, 1839.

Iron Ship.—The largest iron sailing ship in the world is now building in Messrs. J. Ronald & Co's. Yard, Forde, Aberdeen. This stupendous vessel is of the following dimensions: Length of keel, 130 feet; breadth of frame, 30 feet depth of hold, 20 feet; length over all 137 feet; tons register, 537. Judging from her appearance, she is a beautiful model, and will carry an immense cargo on a small draught of water. She is intended for a company in Liverpool.—*Aberdeen Herald.*

CONNECTICUT.

Value of Manufactured Goods.—From the Report of the Secretary of the State of Connecticut, we learn that the value of goods manufactured in one year in the following towns, was

In Norwich.....	\$1,150,205
New London.....	231,738
Plainfield.....	457,292
Woodstock.....	231,900
Winchester.....	152,900
East Windsor.....	255,210
New Haven.....	455,795
Manchester.....	695,500
Norwalk.....	434,500
Middletown.....	316,600
Bristol.....	292,725
Danbury.....	186,200
Total.....	\$4,760,565

CANAL COMMERCE.

COLLECTOR'S OFFICE, }
Cleveland, July 2, 1839. }

Of property on which toll is charged by weight, there arrived at Cleveland, by way of the canal, during the past month, 31,216,818 lbs. During the corresponding month last year there arrived 34,218,616 lbs. The following are the chief articles that arrived during the month, viz:

206,080 Bushels	Wheat,
8143 "	Corn,
3779 "	Oats,
51,447 "	Mineral Coal,
44,704 Barrels	Flour,
9997 "	Pork,
335 "	Whiskey,
286,671 Pounds	Bacon,
212,878 "	Lard,
7766 "	Butter,
70 Hhds.	Tobacco.

Of property on which toll is charged by weight, there were cleared from Cleveland, by way of the Canal, during the past month 8,614,606 lbs. During the corresponding month last year 4,012,162. The following are the chief articles cleared during the month, viz:

14,494 Barrels	Salt,
2001 "	Lake Fish,
2,668,577 Pounds	Merchandise,
210,256 "	Furniture,
123,239 "	Gypsum,
832,328 ft.	Lumber,
366 M	Shingles,
6 Pairs	Mill-stones,

The amount of toll collected at Cleveland during the past month is \$20,159 13. During the month of June last year \$10,868 92.

D. H. BEARDSLEY, Collector.

We give another tabular exhibit similar to those published in May and June. The receipts of flour, it will be observed, fall short those of the same month last year, while the receipts of wheat are but little greater. These articles seem so have got to market early in the season.

Received at Cleveland by the Canal.

	June 1837.	June 1838.	June 1839.
Wheat, bush.	108,059	190,134	206,080
Flour, bbls.	41,689	71,464	44,704
Pork, "	10,349	9,506	9,997
Bacon, lbs.	988,555	772,483	286,671
Lard, "	317,081	409,716	212,878
Corn, bush.	84,375	22,463	8,143
Whiskey, bbls.	1,706	2,314	335
Coal, bush.	33,639	not stated	51,447

Cleared at Cleveland by the Canal.

	June 1837.	June 1838.	June 1839.
Mer'dze, lbs.	1,245,111	1,061,797	2,668,577
Furniture, "	331,817	318,333	210,256
Gypsum, "	115,705	125,858	123,239
Lumber, ft.	424,284	393,197	832,328
Shingles, M.	461	516	366
Lake Fish, bbls.	1,168	2,328	2,001
Salt, "	3,953	5,016	14,494

Total amount of property on which toll is charged by weight, arriving and clearing by canal in the month of June for three successive years.

	Arrived.	Cleared.
June 1837	29,409,755.	3,455,985.
June 1838	34,218,616.	4,012,162.
June 1839	31,216,818.	8,614,606.

Tolls collected at Cleveland, in 1837, 1838, and 1839.

	April.	May.	June.	to July 1.
'37*	\$1,745 23	7,075 81	10,363 91	19,184 95
'38	1,617 55	10,692 75	10,868 92	23,079 22
'39	4,484 57	19,057 36	20,159 13	43,701 07.

By examination of aggregates, it will be seen that up to July 1, of this year, the receipts of wheat exceed those of last year in the same period, by 117,844 bushels; while the receipts of flour are 13,830 bbls. less than in the three first months of last year. In the articles cleared, the increase in salt and lumber are worthy of note.

Aggregate receipts of certain articles to July 1.

	1837.	1838.	1839.
Of Wheat, bush.	204,232	457,440	575,284
" Flour, bbls.	77,831	144,124	130,294
" Pork "	27,438	26,146	28,326
" Whiskey bbls.	4,335	5,292	7,375

Cleared in aggregate to July 1.

	1837.	1838.	1839.
Salt bbls.	4,066	7,484	23,972
Gypsum, lbs.	677,154	860,096	860,246
Lake Fish, bbls.	2,967	4,574	5,484
Lumber, ft.	686,246	667,998	1,720,554
Shingles, M	1,124	1,073	1,697

Since we are giving figures, we add one more comparative statement. The 1st of September is commonly fixed on as the commencement of a new crop; it being presumed that as much of the old crop will be behind, as of the new brought forward, at that period. The receipts here from the harvest of 1837 and 1838, may be thus compared.

	Wheat bush.	Flour bbls.
Receipts from Sept. 1, 1837, to July 1, 1838, at Cleveland,	659,498	241,487
From Sept. 1, 1838, to July 1, 1839,	1,115,147	218,652

The quantity of wheat and flour of the harvest of 1837, which came to market through this channel, is shown in the following summary.

Wheat received from Sept. 1, 1837, to July 1, 1838,	}	bush.	659,498
From July 1, to Sept. 1, 1838,			
Flour to July 1, 1838,		bbls.	241,487
From July 1, to Sept. 1, 1838, "			50,340

Reckoned at 5 bush. to the bbl. equal to 1,459,180

Total in bushels, 2349,876
Cleveland Herald.

*The tolls of 1837 are taken from the report of the Auditor of State of Dec. 6, 1837.

ITEMS.

RATE OF INTEREST IN ENGLAND.

The Baltimore Transcript publishes the following table, showing the rates of interest paid in Great Britain previous to 1714:

On £100	Per cent. per annum.
In 1255	£50 0s 0d
1265	43 6 8
1270 to 1307	45 0 0
1422 to 1470	15 0 0
1545 restricted to	10 0 0
1553 to 1558	12 0 0
1571 restricted to	10 0 0
1574 to 1604 about	9 16 0
1625 reduced to	8 0 0
1645 to 1660	6 0 0
1660 to 1690	7 6 6
1690 to 1697	8 0 0
1697 to 1706	6 0 0
1714 reduced to	5 0 0

In the reign of Henry VIII. the rate was fixed by act of Parliament at 10 per cent. In 1553, an act was passed prohibiting the taking of any interest whatever, but it was soon after repealed. In 1625 the rate was reduced to 8 per cent; in 1751 to 6 per cent; and in 1714 to 5 per cent. Since that time, the Bank of England has been allowed to charge 5 per cent; until within a few years it has been allowed, under certain circumstances, to charge 6 per cent.

It will thus be seen that the Bank of England is now charging a higher rate than at any time for the last 125 years.

ARRIVALS AT BOSTON.

Arrivals at the port of Boston during the month of July:

	Ships.	Barq's	Brigs	Schrs.	Sloops.
Coastwise	31	11	134	451	266
Foreign	10	3	60	115	26
Foreign	21	8	74	136	00

Of these, were 1 ship, 6 brigs, and 72 schooners, British; 1 barque, Swedish; and 1 brig, Neapolitan.

Clearances during the same period:

	Ships.	Barq's.	Brigs.	Schrs.	Sloops.
Coastwise	20	14	107	265	14
Foreign	11	3	47	155	14
Foreign	9	11	60	110	00

Of these, were 1 brig, Sicilian; 6 brigs and 7 schooners, British. The Neapolitan brig was in ballast, from New York. A Spanish polacca arrived on the 31st. A Dutch galliot also arrived and departed after having remained seventeen days in port.—*Boston Transcript*.

Amount of State duty paid by the Auctioneers of Boston for six months ending June 30, 1839.

John Tyler, ..	\$6834 41
Coolidge & Haskell, ..	5199 56
Whitwell & Seaver, ..	4731 32
Thomas W. Sears & Co.	2541 28
F. E. White, ..	912 96
Samuel A. Walker, ..	783 59
J. L. Cunningham, ..	760 86
J. M. Allen & Co.	744 29
E. F. Hall, ..	696 45
Stephen Brown, ..	657 80
Charles Torrey & George F. Cook, ..	475 87
Thomas P. Rich, ..	430 81
Hatch & Fearing, ..	281 12
Hall & White, ..	241 97
Samuel K. Bayley, ..	158 86
Samuel Hatch, ..	155 21
Frederick Whitney, ..	91 89
F. Freeman, ..	67 69
T. M. Baker, ..	62 13
E. Littlefield, ..	31 85

Total, \$25,859 92

PORTUGAL.

CONSULATE OF THE UNITED STATES OF AMERICA, }
Lisbon, 6th May, 1839. }

By a decree published 19th ult. all foreign vessels arriving in ballast, and sailing from any port in this Kingdom with an entire cargo of Salt, are exempted from the payment of the tonnage duty.

All foreign vessels arriving in any of the ports of this Kingdom with cargo, and sailing with an entire cargo of Salt, only pay 100 reis, or ten cents per ton tonnage duty.

(Signed) J. P. HUTCHINSON,
Consul U. S. America.

One of the crew of the ship Franklin sued the master for giving scanty and bad food during a voyage from Liverpool and recovered \$27 damages.—*N. Y. Star*.

The freight list, passage money, and postages in the British Queen are worth \$20,000, and in the Great Western \$13,000.—*N. Y. Herald*.

Importation of Furs.—The St. Louis Republican of the 4th inst. says: The several batteaux, loaded with Robes, from the Yellow Stone River, to which we made allusion in last Monday's paper, have arrived. They brought 24,000 Robes, and a quantity of beaver. The whole cargo is estimated to be worth nearly \$100,000.

In speaking of the commerce of St. Louis, the same paper says: In yesterday morning's Republican there were twenty-nine steamboat notices for departure from this port.

The Globe announces the appointment by the President of William Selden, of Virginia, as Treasurer of the United States, in the place of John Campbell, superseded.

An enumeration of the principal stores and manufactories of the town of Wheeling, shows that there are at present in that flourishing place 114 licensed merchants, for the sale of dry goods, groceries, drugs, &c. and 23 foundries, paper and saw mills, glass works, &c. The total annual product of the manufactories and mills is estimated at \$1,150,000.

Green Mount Cemetery.—A cemetery is laid out near Baltimore. Sixty acres of the estate of the late R. Oliver, including his mansion, have been laid out for this purpose, and divided into 6000 lots, each 16 by 20 feet in dimensions. It is to be surrounded by a wall with a magnificent gateway.

A New Article of Merchandise.—Messrs. Gilder & Monroe, Druggists of this city, have prepared a Syrup of Sarsaparilla, and supply it in bottles at 75 cents each, accompanied by a small box of powder, from which, with a tumbler of water, a very agreeable and no doubt wholesome beverage can be produced in a moment. For the use of families, especially those in the country, where access cannot be had to the mineral water fountains, it is extremely well adapted. From the extensive sale of this article in the short time since its introduction, we have no doubt it will, ere long, form one of the already numerous articles which necessarily compose the stock of our country merchants.

☞ The UNITED STATES COMMERCIAL AND STATISTICAL REGISTER, is published every Wednesday, at No. 79 Dock street. The price to subscribers is Five Dollars per annum, payable on the 1st of January of each year. No subscription received for less than a year.—Subscribers out of the principal cities to pay in advance.

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EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, AUGUST 14, 1839.

No. 8.

Opium Trade in China.

EDICT

From the Imperial Commissioner to the Hong Merchants.

Lin, High Imperial Commissioner, Director of the Board of War, and Governor of Hookwang, issues his commands to the Hong merchants, requiring of them full acquaintance with the tenor hereof.

The commercial intercourse subsisting in Kwangtung between the Chinese and foreigners, has continued for a period of more than three hundred years. What was there to render impossible a free commercial interchange of goods between these parties themselves? Nothing. It was then the desire of preventing an illicit intercourse, and of guarding against contraband commodities, that rendered necessary the establishment of a class of Hong merchants.

Respectfully searching, I find, under date the 21st year of Keeking, (1816) an imperial edict, "rendering the Hong merchants responsible for the ascertainment of the question, whether or not any foreign vessel imports opium; and, in case of her so doing, for the rejection of all her cargo, for the refusal to let her trade, and for the driving of her back to her country." Respect and obedience being paid hereto, this edict was duly recorded. And I find, that on each occasion of a foreign vessel entering the port, the said Hong merchants have always given bonds that she brought no opium with her.

In consequence of such bonds, vessels have been allowed to enter the port and break bulk, nor has any vessel ever been sent back. And even now, while the opium is pervading and filling with its poisonous influence the whole empire, the said Hong merchants still continue indiscriminately to give such bonds, declaring that the ships that resort hither have brought none of it. Are they not indeed dreaming, and smoring in their dreams?

If they say that the opium which they bring is discharged beforehand, and left on board the warehousing vessels at Lantin, and that the bonds given as to their bringing none, have reference to the vessels as entering the port, what is this but to "shut the ears whilst the jingling bell is being stolen"—to provide for themselves a ground of excuse? The feelings that prompt such conduct will still less bear scrutiny. It is as if a man, to guard his house at night, should appoint a watchman, and that nevertheless his property should be bundled up and carried away, while yet the watchman should declare that there had been no thief. If this would not be regarded as combination in the theft, as what then would it be regarded?

Moreover, the foreign factories are built by the said Hong merchants, and by them are rented to the foreigners as residences; the hong men and all the working people in the factories are hired by the same merchants; and the "Macheen" (or outside shopmen) are in their employ; the neighbouring shroff shops, too, are those with which the Hong merchants have dealings. Yet for more than ten years past, there has not been a shroff shop that has not given bills, nor a "Macheen" that has not had transactions with the opium preparers, nor a hong-man or other workman that has not had connexions with the fast-boats. There have been besides the writers' houses (or brokers' shops) for preparing letters; and brokers, for carrying the orders, would pass in and out of the foreign residences day and night, without ever being

questioned by any one. The Shroffs' and Hong merchants' coolies and carriers of all grades, would, in the day time, openly go into the factories, and would at night afford escort down to the boats. Can the Hong merchants aver that they have heard and seen nothing of all this? Or, as they have agreed to conceal it, and bring no part of it to light, will any one believe them when they assert that they have had no secret share in the matter?

I have heard that formerly, when the foreigners came to the factories, they would go in full dress, with swords by their sides, to wait upon the several Hong merchants, and would often meet with a denial, nor would they be seen or have their visits returned, until after a second visit. But of late years there have been those who will sue to the foreigners for patronage, and will even pass beyond the custom houses or go to Macao to meet them. And so far has this proceeded, that [a party in] the Tungyu Hong gave a sedan chair to the chief supercargo Baynes, whereupon the same chief supercargo turned round, and would not suffer the Hong merchants to enter his factory in chairs. Many have been the instances of this misconduct and subversion of what is right and fitting. What sense of shame indeed does there yet remain? Though it be true that this has arisen from the conduct of probationary Hong merchants, who have shown the example of such artful demeanor, and that the original merchants, men of property and family, would never have descended to this stage of degradation; yet all now are equally involved in the stench of it, and truly I burn with shame for you.

With you there seems to be no other consideration than that of growing rich, and being left to carry on your trade; and you seem to regard the mine of all your profits as lying in the attaching of foreigners to you. You leave no room for the consideration that the profits enjoyed by foreigners are those granted by the Celestial Court; and that if some day they should irritate the sacred wrath to the cutting off of their trade, and closing of the custom houses, not a mite of profit will there be for any of those nations to look for; and what then will there be for you?

They, regardless of the rich favours wherewith they are imbued by the Court, take depraved natives for their bosom friends. In the public offices of the inner land, there is not a movement or a pause, but the foreigners are fully informed of it. But if any question is put to the Hong merchants regarding foreign affairs, they turn about for ways in which to glose over and conceal the facts, nor will they utter the truth. Thus it is in regard to the exportation of the pure silver beyond sea, a thing so very strictly prohibited. Did the foreigners really barter goods for goods, what silver would there be for them to carry away? But more than this, the Hong merchants once represented, that each year, in addition to the interchange of commodities by barter, the foreigners require always to bring into the inner land foreign money to the amount of four or five millions of dollars. Were this really the case, how comes it that of late years the foreign ships have brought into the port no new foreign money, and that the foreign silver existing in the country has daily been diminishing in quantity? And how happens it, that among the Hong merchants there have been bankrupts, whose debts to foreigners have exceeded a million of money? It is clear that these four words, "goods bartered for goods," are totally and altogether false.

There is one thing yet more extraordinary. These Hong

merchants, sheltering themselves under a memorial of a former Superintendent of Customs, which requested temporarily as a trial, that three-tenths of any surplus foreign money should be allowed to be taken away,—have acted as though this request had passed into an established law, and have yearly, under cover of this, solicited permission to embark money. They have had numerous boxes made, such as are employed for the remission of revenue. And they have even represented for the foreigners, that, in such a year, a foreigner left so much money in such and such hands, and that now he has entrusted such and such a person to convey it home for him; and they have secretly concerted with the clerks of the custom house to put this upon the records. Thus, while on the one hand the Hong merchants give these bonds, the silver, on the other hand, is exported;—their words and deeds are contrary one to another, and this is passed quietly over without exciting surprise. And when the imperial pleasure has been expressed that inquiry should be made, they have with one simple address glozed over and set at rest the whole matter.

With regard too, to foreigners, such as Jardine and others, who have been in the habit of selling opium—all of them most artful and crafty men—when the imperial pleasure was expressed, two years ago, that their conduct should be inquired into, and that they should be driven forth, the said Hong merchants still strenuously defended them. Such language as this was used: “that when it could be discovered that there had been any concert in selling opium, any money taken, or orders given, punishment would then be willingly submitted to.” Such a bond is yet to be found among the archives! Let them ask themselves whether, according to this bond, punishment should or should not be inflicted!

Again, the opium on board Innes' vessel was seized within the river, showing that the bonds given even for vessels that have entered the port, have been no less unworthy of confidence.

Last winter, seven passage boats, on the reiterated representations of these merchants, newly received permission to run, and already, smuggling of goods and importation of gunpowder have been the consequence. If you say these things were without your knowledge, of what use then are you? If they took place with your knowledge, death is too light a punishment for you.

It is computed that the loss of the silver of China, during a period of several years past, by exportation beyond sea, has been not less than some hundreds of millions. The imperial commands have been repeatedly received, in reference to the importation of opium and exportation of pure silver, reproving all the officers of every degree in the most severe terms, yet these Hong merchants have continued in the same course of filthy and disgraceful conduct, to the great indignation and gnashing of teeth of every one. I, the high commissioner, in obeying the imperial commands, in accordance with which I have come to Canton, shall first punish the depraved natives. And it is by no means certain that these Hong merchants will not be within the number.

I proceed to command that investigation be made. Upon my commands reaching the said Hong merchants, let them immediately state clearly the truth, that matters may be thoroughly arranged in consistence with the laws. The utter annihilation of the opium trade being now my first object, I have given commands to the foreigners, to deliver up to government all the myriads of chests of opium which they have on board their warehousing vessels. And I have also called on them to subscribe a bond, in Chinese and in the foreign languages jointly, declaring that henceforth they will never venture to bring opium, and that if any should again be brought, upon discovery thereof, the parties concerned shall immediately suffer execution of the laws, and the property shall be confiscated to government. These commands are now given to the Hong merchants, that they may convey them to the foreign factories, and plainly make them known. It is requisite that they should acquire an earnest severity of deportment, that the energetic character of the commands may be clearly made to appear. They must not continue to exhibit a contumacious disposition, or to colour

over the matter, nor may they again give utterance to any expressions of solicitation. It is imperative on them to act with energy and loftiness of tone, and to unite in enjoining these commands. Three days are prescribed, within which they must obtain the required bonds, and report in reply hereto. If it be found that this matter cannot at once be arranged by them, it will be apparent without inquiry, that they are constantly acting in concert with depraved foreigners, and that their minds have a perverted inclination. And I, the High Commissioner, will forthwith solicit the royal death warrant, and select for execution one or two of the most unworthy of their number, confiscating their property to the government, and thus will I show a lucid warning. Say not that you did not receive early notice. A special edict.

Taoukwang 19th year, 2d month, 4th day, (17th March, 1839.)

(True Translation.)

J. ROB. MORRISON,
Chinese Secretary and Interpreter to the Superintendents of British Trade in China.
[*Jour. of Commerce.*]

EXPLORING EXPEDITION.

The following extracts of a letter from a gentleman on board the ship *Relief*, attached to the expedition, to a relative in this city, give some very interesting particulars of the voyage, up to the time of its date—April 10, 1839.

“We sailed from Rio de Janeiro on the 19th Dec. for Orange Bay, in Tierra del Fuego, with instructions to run a line of soundings down the coast of Patagonia. We had a delightful passage, in sight of land almost the whole time. At Port St. Elena, we were so near the land as to see the llamas feeding on the sides of the hills. On the 21st we were south of the sun. Christmas day was passed in lat. 31° 27' S., lon. 48° 12'. We had for dinner roast plover, partridges, and green peas, all cooked in France! About the first of January we began to see albatrosses, and occasionally a seal. On the 9th January we were off Port St. Elena, and saw the llamas; it was a delightful day, the land looked very tempting, but we could not land, not having leave. The country appears barren, no large trees, but a stumpy vegetation. The whole coast of Patagonia has the same rough and flat appearance; no thick woods to be seen, nor the least sign of inhabitants; the places called ports are uninhabited.

“On the 21st January we made Cape St. Diego, Staten Land, &c., and arrived at Good Success Bay, so named by Capt. Cook. Here we anchored, and went on shore. The appearance of the land about the Straits of Magellan, was very dreary; barren and rugged rocks, mountains covered with snow, &c. Good Success is a very pleasant bay; the hills are covered with trees, principally beach, birch, and winter's bark; most beautiful barberries, with yellow flowers like small roses; bush cranberries, and a great variety of heath-like shrubs. We went on shore, armed to the teeth, but no natives were seen; several huts were found, and other signs of people having been there. The next morning, however, our attention was called by a shouting on shore, where we discovered the natives. The Captain and some of the officers immediately landed. After dinner, I went on shore, and saw about fifteen natives round a fire with our men; they were a tall, good looking people, with nothing but a llama's skin thrown over their shoulders. They appeared to be a simple people, and very jealous, not allowing us to go in the direction we supposed their women and children were. They were evidently Patagonians, being taller than the tallest of our men; they had bows and arrows, but no knives. Old iron was every thing with them, taking that in preference to bread, meat, &c. Their food was fish and shell fish. They went off early in the afternoon, probably being on a visit to this place.

“Upon the whole, I was much pleased with Good Success; the woods reminded me much of Brazil, the dead trees being covered with beautiful mosses, ferns, and small flowering plants, and gave me a very different opinion of Tierra del Fuego from what I had been led to expect from books.

"We left Good Success on the 23d January, and anchored on the 24th off New Island. The appearance of the country all around us was mountainous and bleak, with occasional white patches of snow, which is probably the reason why this part of the world is considered to be nothing but a barren, rocky place, destitute of vegetation; but it is quite the contrary. Upon landing at New Island, we found it covered with trees and shrubs, and beautiful flowers, lots of berries, such as bush cranberries, a beautiful shrub, black currants, and two or three species of barberry, with a most delicious berry, in flavour between a raspberry and strawberry. Here we found signs of inhabitants, but none were seen. A great many ducks were killed, and a pair of geese; the female, a beautiful, snow-white bird, was shot first, and the male would not quit her, but suffered himself to be killed also. Civilized man carries—I was going to sermonize, but it won't do.

"On the 27th we anchored off Hermites Island, where the vegetation is similar to the other places visited; the scurvy grass abounds all along the shore, and appears to be placed here for the benefit of poor Jack, who, by the way, does not like it very well—probably from its name.

"On the 28th we sailed again in search of Orange bay, the charts of this part of the world not being very correct, and anchored in a beautiful harbour, where we were visited by a family, in a canoe, consisting of two men, a woman with a baby, and a grown-up boy. They were all stark naked, except the old man, who had a small piece of seal skin on his back, and the woman who had a skin to wrap herself and child up in; they carried a fire in the bottom of the canoe, the woman paddling and doing all the labour. The men came on board and were clothed, and a nice blanket was given to the woman, who instantly wrapped the baby up in it. It was raining, and rather cold; the child was really pretty, and after it had been wrapped up and got warm, popped its head out and looked up towards us, smiling; the men would not allow the woman to get out of the canoe, and wanted every thing for themselves. The captain took down some preserves for the child, but the woman began to cry, and tried to push the canoe from along side; after some persuasion, she tasted the preserves herself, and immediately devoured the whole, paper and all, in which it was wrapped. These people were terribly frightened at a looking glass, pushing it away from them, and covering their faces with their hands. Indeed, it was piteous to see the horror or alarm they showed, as if it was something supernatural.

"The next morning we went on shore, and found the hut of our Indian friends; the women and children had run away, and no doubt were hid in the woods, as dogs were barking at a short distance. The hut was in the form of a cone, made of sticks and covered with green weeds; in it we found fish hanging up in the smoke, plenty of shell fish laid upon large green leaves; the blanket, &c. we had given them spread upon grass. The men offered us fish, and when I began to collect plants, they laughed and picked up grass and every thing that was at hand, and poured upon me with a great deal of humour, supposing, probably, that I was going to eat the herbs! We saw some whales in this harbour, and found bones in some of the old abandoned huts. Their canoes are made of bark, sewed together with a species of seaweed, and always have a fire in the bottom, which is covered with clay.

"In the afternoon we got under way, and arrived at Orange bay early in the evening, having been obliged to seek it out by taking observations every day, and this day found we were ten or twelve miles south of it. Orange bay is a very good harbor, large and commodious; plenty of wood and water, with abundance of ducks, geese, fish, &c. After the ship was securely moored, a light-house was established on Burnt island, to guide the rest of the squadron. It set in to rain, and continued with violent winds for eight days, so as not to allow any one to go on shore, except once to carry provisions for the party in charge of the light-house.

"The two schooners arrived on the 16th February and the Vincennes, Peacock, and Porpoise, on the 18th and 19th, from Rio Negro. Captain Wilkes ordered our ship to prepare for sea immediately, take all the scientific corps on board, and make a survey of Useless harbor; examine

Port Famine, etc., entering the Straits of Magellan through Cockburn channel, and return again to Orange harbor. The two schooners, the Peacock and Porpoise, with Captain W., is going south, in search of the magnetic pole; the Vincennes to remain at Orange bay. They all sailed on the 25th Feb., and we on the 26th, and had a succession of storms, with violent wind and rain, making very little progress towards our destination. We saw great numbers of albatros, giant and stormy petrels, etc.; and although we did not go round Cape Horn, we experienced all the bad weather for which that part of the ocean is celebrated. Our ship rolled and pitched so that it was almost impossible to sit at the table; some days every plate on it would be broken, soup and meat thrown into our laps. At night we had to tie ourselves down in bed!

"On the 4th March we were farther from Cockburn channel than when we left Orange harbor on the 26th Feb. On the 13th March we were on a lee shore, in great danger and a fire broke out in the apothecary's department! No damage was done. The sun very seldom shone, and it rained nearly all the time. On the 18th we had a very disagreeable day—real Cape Horn weather—rain and sleet. We came in sight of land, wind blowing very hard and breakers all around us. The Tower rocks on one side of us looked really terrific, the sea breaking entirely over the smallest, completely covering it with a white envelope, the spray flying off and looking like a thick snow storm. We were in a very dangerous position, but however reached Cape Noir island, lat. 54° 15', lon. 74° 20', and with three anchors down hoped to hold on.

"On the morning of the 19th the wind blew harder yet, with occasional showers of snow and hail. Noir island looked as if some vegetation might be growing on it but their was no prospect of landing; the shore was lined with breakers, and the spray in flying off made a beautiful appearance, looking like smoke. In the evening, the wind increasing, another anchor was let go, making four anchors out, and 400 fathoms of chain cable, the four anchors weighing 11,700 lbs. The 20th was a dreary day, sleet and rain. In the night we parted two of our cables and lost a bower and sheet anchor. The ship dragged a considerable distance, and we felt somewhat alarmed; but day dawned and found us safe. Nothing particular occurred during the next day. Towards night the wind blew up afresh, and it was feared another cable was gone. Preparations were immediately made to get under way, and at 9 o'clock we lay rolling and tossing ignorant of what would take place. Towards 12 o'clock the ship began to drag, almost right on to the breakers; indeed nothing but horrible rocks, the waves dashing and hissing over them, were to be seen in every direction; the water began to break over us also, and the ward-room, steerage and berth deck were ankle deep. At last an order was given to slip the cables. A dead silence ensued for a few moments; then the sound of the axe cutting the stoppers, and a horrible clatter, a grumbling and grating sound as the chains flew through the hawse-holes, and all was hushed. The poor ship seemed to be aware that she was to remain without an anchor, as she quivered and groaned, as the cables flew out, "like a thing of life." In a short time we were clear of the breakers, and all was quiet; the ship became easy, and the men recovered their cheerfulness. We lost all our anchors, and had to give up Useless Bay! Port Famine!!! Breakneck passage!!! The Milky way! etc. and proceed to Valparaiso to procure ground tackle. It is admitted by all hands, that we might go to sea twenty years, and not be in such a dangerous situation again. Since then we had pleasant weather, growing warmer every day.

"April 14.—We have now been three days off Valparaiso, and have succeeded in getting anchors, and will probably get in to-night or to-morrow morning. We sent a boat, in but found no American men of war here. Two boats immediately came off from the British sloop of war Fly, with an anchor and offer of services, which was very kind and polite. Our Captain, however, declined the offer, until he heard from shore. Our boat returned to-day, having procured every thing necessary, principally from the English stores."—*Army and Navy Chronicle*.

STATEMENT

Exhibiting the number of American and Foreign Vessels, with their tonnage and crews, which entered into the United States from foreign countries, during the year ending on the 30th September, 1838.

FROM	ENTERED											
	American.				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys			Men.	Boys			Men.	Boys
Russia	42	12,801	537	21	3	813	39	3	45	13,614	576	24
Prussia	—	—	—	—	2	643	24	—	2	643	24	—
Sweden	25	7,221	289	15	26	6,615	295	3	51	13,836	584	18
Swedish West Indies	4	298	20	—	—	—	—	—	4	298	20	—
Denmark	—	—	—	—	5	1,024	53	1	5	1,024	53	1
Danish West Indies	157	24,223	1,236	15	7	921	61	1	164	25,144	1,297	16
Netherlands	40	10,708	455	6	26	5,260	254	9	66	15,968	709	15
Dutch East Indies	10	3,756	161	6	—	—	—	—	10	3,756	161	6
Dutch West Indies	103	14,239	724	8	6	855	54	—	109	15,094	778	8
Dutch Guiana	37	7,262	317	12	—	—	—	—	37	7,262	317	12
Belgium	16	5,027	203	5	7	1,334	68	1	23	6,361	271	6
England	692	314,154	11,989	215	165	72,369	2,903	106	857	386,523	14,892	321
Scotland	18	6,153	250	—	21	7,361	322	16	39	13,514	572	16
Ireland	4	1,391	53	1	17	7,429	267	33	21	8,820	320	34
Gibraltar	4	640	32	1	—	—	—	—	4	640	32	1
British East Indies	11	3,697	150	20	—	—	—	—	11	3,697	150	20
British West Indies	227	30,522	1,629	24	196	23,389	1,504	35	423	53,911	3,133	59
British Guiana	9	1,266	69	—	10	2,249	102	7	19	3,515	171	7
Honduras	20	2,797	149	5	13	2,237	111	—	33	5,034	260	5
British African ports	6	1,179	66	—	3	491	31	—	9	1,670	97	—
Cape of Good Hope	3	716	33	—	—	—	—	—	3	716	33	—
Mauritius	1	91	7	—	1	295	20	—	2	386	27	—
Canada	1012	198,198	11,309	1149	1167	263,375	17,080	229	2179	451,573	28,389	1378
British North American colonies	537	68,022	3,495	187	1616	117,022	6,394	260	2153	185,044	9,889	447
Hanse Towns	26	7,403	328	2	115	34,584	1,543	13	141	41,986	1,871	15
France on the Atlantic	196	81,983	3,183	37	37	10,453	499	8	233	92,436	3,682	45
France on the Mediterranean	29	7,166	300	2	15	3,838	197	2	44	11,004	497	4
French West Indies	86	11,721	575	15	25	6,703	318	15	111	18,424	893	30
French Guiana	12	1,815	86	3	1	216	9	—	13	2,031	95	3
Hayti	130	17,120	903	29	12	2,005	117	—	142	19,125	1,020	29
Spain on the Atlantic	42	14,331	518	19	—	—	—	—	42	14,331	518	19
Spain on the Mediterranean	42	8,679	396	9	16	2,754	181	3	58	11,433	577	12
Teneriffe and other Canaries	18	3,335	161	2	1	228	16	—	19	3,563	177	2
Manilla and Philippine islands	7	2,347	94	7	—	—	—	—	7	2,347	94	7
Cuba	1199	184,398	8,988	277	94	11,491	866	4	1293	195,889	9,854	281
Other Spanish West Indies	322	48,361	2,423	48	8	1,157	73	—	330	49,418	2,496	48
Portugal	35	9,649	391	19	8	1,484	80	—	43	11,133	471	19
Madeira	16	2,437	134	6	1	452	16	—	17	2,889	150	6
Fayal and other Azores	7	1,114	61	2	—	—	—	—	7	1,114	61	2
Cape de Verd Islands	5	885	41	—	—	—	—	—	5	885	41	—
Italy	14	3,181	136	5	9	2,105	109	2	23	5,286	245	7
Malta	2	390	16	1	—	—	—	—	2	390	16	1
Sicily	46	10,807	461	11	15	3,517	188	8	61	14,324	649	19
Trieste	12	2,679	122	1	4	1,477	60	—	16	4,156	182	1
Turkey	11	2,274	104	1	—	—	—	—	11	2,274	104	1
Morocco, and Barbary States	3	646	32	—	1	143	9	—	4	789	41	—
Texas	207	25,091	1,539	—	11	862	72	—	218	25,953	1,611	—
Mexico	119	15,538	930	6	14	1,550	150	—	133	17,088	1,080	6
Central America	12	1,580	90	—	—	—	—	—	12	1,580	90	—
Venezuela	68	8,799	489	24	8	1,476	80	—	75	10,275	569	24
New Grenada	8	995	53	2	6	1,083	50	—	14	2,078	103	2
Brazil	106	23,037	1,085	34	1	276	12	—	107	23,313	1,097	34
Argentine Republic	28	7,119	297	11	1	169	9	—	29	7,288	306	11
Cisplatine Republic	7	1,473	74	2	—	—	—	—	7	1,473	74	2
Chili	15	4,266	179	5	—	—	—	—	15	4,266	179	5
Peru	1	196	8	—	—	—	—	—	1	196	8	—
South America, generally	2	197	11	—	—	—	—	—	2	197	11	—
China	29	11,821	502	10	—	—	—	—	29	11,821	502	10
Asia, generally	4	1,345	63	5	—	—	—	—	4	1,345	63	5
Africa, generally	28	4,939	238	12	2	405	21	4	30	5,344	259	16
South seas and Pacific ocean	178	54,814	3,982	82	—	—	—	—	178	54,814	3,982	82
Sandwich islands	2	560	27	1	—	—	—	—	2	560	27	1
Australasia	3	824	44	—	—	—	—	—	3	824	44	—
Atlantic ocean	16	2,298	245	5	—	—	—	—	16	2,298	245	5
Uncertain	8	1,101	77	1	—	—	—	—	8	1,101	77	1
Total	6079	1,302,974	62,559	2386	3696	592,110	34,237	763	9775	1,895,084	96,796	3149

Statements exhibiting the number of American and foreign vessels, with their tonnage and crews, which cleared from the United States for foreign countries, during the year ending on the 30th September, 1838.

FOR	CLEARED.											
	American				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews. Men Boys		No.	Tons.	Crews. Men Boys		No.	Tons.	Crews. Men Boys	
Russia - - -	24	7,253	310	17	1	198	8	-	25	7,451	318	17
Prussia - - -	1	240	10	-	6	1,433	65	-	7	1,673	75	-
Sweden - - -	6	1,412	60	1	8	1,639	79	-	14	3,051	139	1
Swedish West Indies -	18	1,945	113	2	-	-	-	-	18	1,945	113	2
Denmark - - -	4	880	42	1	6	1,072	51	3	10	1,952	93	4
Danish West Indies -	206	33,168	1,600	32	6	719	51	-	212	33,887	1,651	32
Holland - - -	71	18,501	814	6	52	12,029	549	6	123	30,530	1,363	12
Dutch East Indies -	28	11,430	430	50	-	-	-	-	28	11,430	430	50
Dutch West Indies -	19	2,948	146	1	2	168	16	-	21	3,116	162	1
Dutch Guiana - - -	25	4,718	222	2	1	76	10	-	26	4,794	232	2
Belgium - - -	48	13,544	559	7	24	6,044	255	3	72	19,588	814	10
England - - -	753	344,616	12,863	90	174	76,668	2,984	108	927	421,284	15,847	198
Scotland - - -	29	9,457	368	3	17	6,387	260	25	46	15,844	628	28
Ireland - - -	2	472	19	-	1	166	8	1	3	638	27	1
Gibraltar - - -	60	11,496	528	9	9	1,911	123	-	69	13,407	651	9
British East Indies -	23	8,334	324	45	-	-	-	-	23	8,334	324	45
British West Indies -	399	56,769	2,877	51	130	11,245	930	13	529	68,014	3,807	64
British Guiana - - -	46	6,992	346	8	15	1,763	111	3	61	8,755	457	11
Honduras - - -	19	2,406	130	1	9	1,505	78	-	28	3,911	208	1
British African ports -	2	309	18	-	1	118	8	-	3	427	26	-
Cape of Good Hope -	5	1,064	51	-	1	312	16	-	6	1,376	67	-
Canada - - -	1042	202,728	11,113	1168	1127	256,544	16,567	205	2169	459,272	27,680	1373
British N. American colonies	417	58,558	2,526	61	1668	126,612	6,863	89	2085	185,170	9,389	150
Hanse Towns - - -	30	8,366	341	9	115	34,542	1,503	8	145	42,908	1,844	17
France on the Atlantic -	276	108,056	4,264	23	51	16,108	716	22	327	124,164	4,980	45
France on the Mediterranean	73	17,345	734	7	14	2,891	187	1	87	20,236	921	8
French West Indies -	171	23,168	1,130	17	10	1,871	115	-	181	25,039	1,245	17
French Guiana - - -	12	1,906	89	2	-	-	-	-	12	1,906	89	2
French African ports -	1	228	8	1	-	-	-	-	1	228	8	1
Hayti - - -	120	15,066	786	17	18	2,914	176	-	138	17,980	962	17
Spain on the Atlantic -	24	5,301	242	-	8	1,536	93	-	32	6,837	335	-
Spain on the Mediterranean	9	1,853	81	2	26	4,736	300	3	35	6,589	381	5
Teneriffe and other Canaries	14	2,177	110	2	-	-	-	-	14	2,177	110	2
Manilla & Philippine islands	5	1,780	65	10	-	-	-	-	5	1,780	65	10
Cuba - - -	1240	193,746	9,355	315	77	10,618	720	3	1317	204,364	10,075	318
Other Spanish West Indies	136	19,538	967	18	11	2,406	120	12	147	21,944	1,087	30
Portugal - - -	16	2,922	135	-	7	1,041	67	-	23	3,963	202	-
Madeira - - -	17	3,464	167	1	-	-	-	-	17	3,464	167	1
Fayal and other Azores	3	509	34	-	1	68	8	-	4	577	42	-
Cape de Verd islands -	12	3,224	136	5	2	568	21	-	14	3,792	157	5
Italy - - -	13	3,041	132	4	5	1,310	64	3	18	4,351	196	7
Malta - - -	3	857	34	-	-	-	-	-	3	857	34	-
Sicily - - -	5	1,012	45	1	9	1,824	100	-	14	2,836	145	1
Trieste - - -	18	4,974	217	2	9	2,703	113	-	27	7,677	330	2
Turkey - - -	7	1,295	57	-	-	-	-	-	7	1,295	57	-
Greece - - -	-	-	-	-	1	305	18	-	1	305	18	-
Mocha - - -	1	233	10	1	-	-	-	-	1	233	10	1
Morocco, and Barbary States	1	215	7	-	-	-	-	-	1	215	7	-
Texas - - -	245	28,195	1,771	3	6	397	39	-	251	28,592	1,810	3
Mexico - - -	83	11,338	659	2	22	2,725	210	-	105	14,063	869	2
Central America - - -	16	1,843	121	-	-	-	-	-	16	1,843	121	-
New Grenada - - -	4	535	28	-	5	1,022	49	-	9	1,557	77	-
Venezuela - - -	50	6,288	359	10	5	895	79	-	55	7,183	406	10
Brazil - - -	142	30,623	1,408	69	6	1,601	9	-	148	32,224	1,487	69
Argentine Republic -	13	3,005	153	9	1	169	7	-	14	3,174	142	9
Chilpatine Republic -	13	3,112	147	8	1	170	47	-	14	3,282	154	8
Chili - - -	22	6,235	301	8	-	-	-	-	22	6,235	301	8
Peru - - -	6	1,674	79	-	-	-	-	-	6	1,674	79	-
South America, generally	1	115	7	-	-	-	-	-	1	115	7	-
China - - -	18	7,314	317	25	-	-	-	-	18	7,314	317	25
Europe, generally - -	1	219	11	-	1	141	6	1	2	360	17	1
Asia, generally - - -	2	707	30	3	-	-	-	-	2	707	30	3
Africa, generally - -	38	5,925	285	26	4	611	45	-	37	6,536	330	26
South Seas - - -	220	66,129	4,222	319	-	-	-	-	220	66,129	4,222	319
Australasia - - -	2	620	25	4	-	-	-	-	2	620	25	4
West Indies, generally	107	13,908	736	12	30	4,385	254	5	137	18,293	990	17
North Atlantic ocean -	8	1,193	122	14	-	-	-	-	8	1,193	122	14
Sandwich islands - -	1	267	15	-	-	-	-	-	1	267	15	-
Total - - -	6441	1,408,761	65,391	2504	3703	604,166	34,098	514	10144	2,012,927	99,489	3018

STATEMENT

Exhibiting the number, tonnage, crews, and national character of the Foreign Vessels that entered into and cleared from the United States during the year ending on the 30th September, 1838.

FLAG.	Foreign vessels.							
	Entered.				Cleared.			
	No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.
British - - -	3,206	484,702	28,662	685	3,176	486,904	28,138	454
Hanoverian - - -	8	466	31	—	4	813	42	—
French - - -	76	20,570	1,013	25	82	21,849	1,082	23
Spanish - - -	103	13,189	989	7	103	13,607	993	13
Swedish - - -	35	8,695	407	3	44	11,542	498	4
Norwegian - - -	8	728	34	—	5	1,174	55	—
Danish - - -	23	3,447	202	2	29	4,763	257	4
Dutch - - -	25	4,436	235	6	24	4,536	228	4
Hanseatic - - -	127	37,538	1,673	15	136	39,636	1,754	8
Russian - - -	5	1,430	68	3	5	1,604	68	—
Prussian - - -	7	2,087	82	2	10	2,321	96	—
Austrian - - -	7	2,452	109	—	10	3,382	125	—
Sicilian - - -	14	3,113	168	8	14	3,083	175	—
Sardinian - - -	7	1,709	89	2	7	1,342	85	3
Portuguese - - -	7	1,153	67	4	9	1,302	91	—
Belgian - - -	5	943	50	1	4	720	31	1
Neapolitan - - -	—	—	—	—	1	227	14	—
Greek - - -	—	—	—	—	1	305	18	—
Mexican - - -	12	962	88	—	11	976	105	—
Texian - - -	9	862	72	—	6	397	39	—
Colombian - - -	5	848	41	—	2	358	16	—
Venezuelan - - -	4	637	37	—	2	250	18	—
New Grenadian - - -	3	522	24	—	5	1,022	49	—
Buenos Ayrean - - -	1	169	9	—	2	339	16	—
Haytian - - -	9	1,459	87	—	11	1,512	105	—
Total - - -	3,696	592,110	34,237	763	3,703	604,166	34,098	514

T. L. SMITH, Register.

TREASURY DEPARTMENT, Register's Office, May 17, 1839.

PHILADELPHIA.

Import of Foreign Sugar.

Prepared for the Commercial List.

Comparative statement of the amount of Foreign Sugar imported direct into the District of Philadelphia, from the 1st of January to the 31st of July, inclusive, in 1838 and 1839.

1839—Months.	boxes.	hhds.	bbls.	bags.	cases.
January,	444	—	1,250	51	—
February,	339	171	4	4	—
March,	1,788	1,814	3,079	3,259	—
April,	3,326	1,398	2,096	1,708	—
May,	3,575	1,895	330	—	—
June,	1,412	1,189	1,858	401	—
July,	3,380	2,602	3,493	4,909	117
Total,	14,214	9,063	12,110	10,832	117
1838—January,	269	9	404	—	—
February,	123	—	5	—	—
March,	2,078	858	8,012	10,735	36
April,	2,266	1,832	423	—	—
May,	2,605	1,112	1,455	107	—
June,	1,759	1,637	2,434	—	—
July,	1,668	1,429	401	309	—
Total	10,768	6,877	13,134	11,151	36

GEO. GUIER, U. S. Weigher.

We annex the total amount received at this port during the same time in 1836 and 1837.

	boxes.	hhds.	bbls.	bags.	cases.	canisters
1836,	11,762	4,464	16,459	6,893	11	4,544
1837,	11,201	4,170	4,242	10,824	80	—

United States Trade at Liverpool.—From the 25th May, 1839 to June 24th, 1839, the number of United States vessels arrived at Liverpool were 103, of tonnage 50,808; and there were also 49 British vessels from United States ports—of 23,617 tons—making in all 152 vessels, and 74,425 tons. The largest number of Foreign vessels from any other ports were Prussian, there being 21 small vessels. American trade is indeed of importance at Liverpool.

American Cambooses in English vessels.—We are informed, says the New York Express, that the Great Western, just before she sailed, changed her English camboose, which was found not to answer the purposes of the ship, for one made by the Messrs Wood & Co. of this city; one has also been ordered for the new steam ship building at Bristol. The American article costs much less and is infinitely better calculated for the use of steam ships or packets, than any thing of the kind that has been made on the other side of the Atlantic.

Railroads in the Kingdom of Belgium compared with those of the U. States.

The rapid increase of Internal Improvements in the United States has excited for several years, public attention in Europe, and the friends of those improvements desired very much a detailed report on the extent and progress of those works, and particularly of *Railroads*. There is no such report published in the United States, and even those published in England, France, and Germany are very imperfect.

In 1824 I had charge of the first Railroad on the continent of Europe to connect the rivers Moldau and Danube in Austria, by a line which is 130 miles long, and since 1832 in operation. I constructed in 1836 and 1837 the first Railroad in Russia, from St. Petersburg to Zarskoe Selo and Pawlowsk, a line of only 17 miles in length, but the commencement of a Railroad of 420 miles from St. Petersburg to Moscow. This Railroad being likewise in full operation, I left Europe last fall and arrived in the Great Western on the 15th of November 1833, at New York. After a short stay of a few days I went to Albany and inspected all Railroads between that place and Lake Erie. I then proceeded to the Eastern States and visited all Railroads in Massachusetts, and went via New York, Philadelphia, Baltimore, Washington, through Virginia, North and South Carolina, Georgia, and Alabama, to New Orleans, always visiting the Railroad lines in the different States. I went then up the Mississippi and Ohio, and am now inspecting the Internal Improvements of the Western States, and some of those in Pennsylvania, which I have not yet seen.

I have already passed over more than 2,000 miles of Railroads, and have every where been received with the greatest kindness; the Presidents, Directors, and Engineers of the different Railroad lines gave me not only all their printed reports, but laid before me, with the greatest liberality, their books and accounts, in order to give me every kind of information. I fulfill only my duty when I publicly acknowledge, that such a liberality is only to be found amongst a free and enlightened people, where all public works are based on the principles of publicity, and where secrets do not exist. I wish, therefore, to make those gentlemen, to whom I am so much indebted, another communication, which will show at the same time what has been done during the last years in Europe. Having within a few days received the last Reports of the Belgian Railroads, I publish in the following abstract the history and progress of those communications in Belgium, together with a comparison of them with the American Railroads.

According to the facts collected during my travels since my arrival in New York, there are now *over three thousand miles of Railroads completed and in operation in the United States*; 425 locomotives, of which the greatest number were made in this country, run on the several Railroads, and I believe, that up to the end of 1839, the length of Railroads in the United States may amount to 4,100 miles. The capital expended on the Railroads now in operation is about sixty millions of dollars, or at an average cost of twenty thousand dollars per mile, for which sum the Railroads, with the buildings, have been constructed, and the necessary locomotives and cars bought.

Several Railroads have been undertaken with insufficient means, and the shareholders found themselves under the necessity of employing the income of the first years in improving the Railroad, in building engine houses, &c. and purchasing locomotives and cars. In consequence of this, the shareholders got during that time no dividends, but the Railroad still yielded a good income. Other Railroads, when finished, paid from five to ten per cent. income to the stockholders; others have not yet paid any dividends for want of a sufficient number of passengers and freight. The average result of the Railroads now in operation in the United States is, that they give a yearly interest of five and a half per cent. on the capital invested. This result must be regarded as very satisfactory, because the greatest part of the lines have only been a few years in operation.

On all lines there is a yearly increase of at least 15 to 30 per cent. in the gross income, so that even those lines which do not pay now, will give in a few years a handsome dividend. According to these statements, based on the communications collected in this country, I have no doubt, that the large capital invested in Railroads in the United States, will not only produce an incalculable benefit to the country, but likewise pay the shareholders a dividend, which, under good management, by the constant progress in population and trade, must likewise from year to year increase.

A good book-keeping and clear accounts is, in every business, a matter of importance. Railroads are new constructions, and experience, particularly in working them, is still very much wanted. When the superintendent of a Railroad in operation keeps clear and distinct accounts, he will, in a few years, learn by experience what can be improved, and which items of expenses can be reduced. The following statement contains a manner of making the Railroad accounts, which, in my opinion, must prove very useful for every Railroad Company.

I. History, length, and cost of construction of the Belgium Railroads.—The Railroads which, up to the present time, have been constructed in England and on the continent of Europe, had no other object than to connect two important places of the country, and in constructing them, therefore, only a local interest more or less prevailed. That Railroads are to be considered as *great thoroughfares*, that they can form in a country the principal lines of internal communication—that, therefore, the means for their establishment should be such, as only can be raised by a whole nation, nobody in Europe would maintain previous to the year 1834, and is even now denied by many individuals of high standing and influence. Belgium, united with Holland since 1815, had distinguished itself in Europe by its fine roads and magnificent canals; the latter, being constructed for the greatest part in a level country, and without locks, were used not only for the transportation of goods, but also for passengers, especially the lower classes, which there, more than in any other country, made use of the canal boats for their travels. It is evident, that no individuals would ever have attempted to construct Railroads parallel and in opposition to such canals and turnpike roads.

In the year 1830, Belgium declared itself independent of Holland, and elected by the representatives of the nation its own sovereign. King Leopold I. soon discovered that the country, for its perfect tranquillity, wants "labour;" a series of wise legislation encouraged the nation to useful and profitable enterprises, and every person with talent and inclination found employment and earnings in a country, which, isolated from all its neighbours, was confined to its own resources. But to gain the public opinion, a great national work was to be accomplished by the new government, able to fill posterity with admiration. The time was past for Egyptian pyramids, for Roman triumphal arches, and French monuments of war. A more useful monument, one of peace and intelligence, should remind the nation of that eventful period. The King ordered the whole country to be surveyed by able Engineers, the necessary plans and estimates formed, and on the first of May, 1834, a law was proclaimed, according to which a *system of Railroads should be introduced through the whole kingdom, and executed at the expense of the State*; on two points (Antwerp and Ostend,) the Railroads were to lead to the seaports, on two points to connect with France, and on one point with Prussia, (Germany.)

The news of the gigantic work undertaken by a State, not yet acknowledged as such by the northern powers, and with only four millions of inhabitants, excited the greatest surprise in Europe, and few only could conceive the great results which this grand project must necessarily produce on the independence of the nation and its internal welfare, its commerce and industry; the former being the principal aim and the promotion of commerce and industry a subordinate one; although the great mass of the people were unable to comprehend the great idea of the plan.

King Leopold found in his former minister of public

works, Mr. De Theux, and in his successor, Mr. Nothomb, vigorous supporters. The Engineers were vying in the swift prosecution of the work, and in the course of four years, more has been done than was expected. The enlightened minister Nothomb published annual reports to the Legislative Assembly, besides other special reports of the progress of the works, in which the public in Europe find a rich source of experience, not to be met with in any report or work on the subject. Europe has to render thanks to the King, who first realized such a grand idea, and to his enlightened

minister, who judiciously conducted the work, and so liberally communicated its results.

The limited space of this report does not allow a detailed extract from the above mentioned reports of the minister Nothomb and the Engineers. I shall, therefore, only give a brief account containing the results in numbers, and afterwards compare these results with those of Railroads in the United States. The following table contains the sections of the Railroads which were opened until the end of 1838, and their lengths in metres and English miles.

SECTION OF RAILROAD.		Time of Opening.	LENGTH.	
From	To		In French metres.	In English miles.
Brussels, - -	Malines, - - -	5 May 1835, - -	20,300	12.6
Malines, - -	Antwerp, - - -	3 May 1836, - -	23,500	14.6
Malines, - -	Termonde, - - -	2 January 1837, - -	26,700	16.6
Malines, - -	Louvain, - - -	10 September 1837, - -	23,750	14.7
Louvain, - -	Tirlemont, - - -	22 September 1837, - -	17,750	11.0
Termonde, - -	Gent, - - -	28 September 1837, - -	30,500	18.9
Tirlemont, - -	Waremmes, - - -	2 April 1838, - -	27,200	16.8
Waremmes, - -	Ans, - - -	2 April 1838, - -	18,900	11.7
Gent, - - -	Bruges, - - -	12 August 1838, - -	44,500	27.6
Bruges - - -	Ostend, - - -	28 August 1838, - -	23,500	14.6
Total,			256,600	159.0

According to the report made by the minister to the House of Representatives, on the 26 November, 1838, the above ten sections, including buildings, locomotives, and cars, cost 34,000,000 francs; this gives per mile of Road 41,300 dollars. The Railroad from Brussels to Antwerp, 27.2 miles, has a double track; the remainder are constructed only with a single track, the rails weighing 45 lbs. per yard. But there are several buildings yet to be erected, and different works on the line to be executed, and besides a number of freight cars to be provided for, &c.; with all this the cost per mile will amount to 45,000 dollars.

II. *Tariff for Passengers, Speed.*—There are on the Belgium Railroads four classes of passenger cars, differing only in elegance and comfort, but going in the same train, and therefore with equal velocity. The prices are:

In the Berlines,	2½ cents per mile,	For each passenger with 44 lbs. of baggage.
" Diligences,	2 " "	
" Chars à Bancs,	1½ " "	
" Waggonas,	0.8 " "	

The trains perform at an average 17 English miles per hour, all stoppages included, or from 20 to 25 miles while running.

III. *Traffic and Revenue of the Belgium Railroads.*—

The Railroads in Belgium are frequented by more passengers than any other Railroads; the transportation of freight was only begun between Brussels and Antwerp, in 1838. The following table shows the travel since the opening of the first section, until the 31st of October, 1838.

PERIOD.	Total number of passengers.	Average distance performed by each passenger.	Number of passengers reduced for one mile.	GROSS INCOME.		
				From all passengers	per passenger	per mile
		Miles.		Francs.	Dollars.	Am. cts.
From 5th May 1835 to 2d May 1836	563,201	11.6	6,536,754	359,394	67,429	1.03
From 3d May to 31st Dec. 1836	729,545	20.2	14,718,709	734,736	137,849	0.90
In the year 1837	1,384,577	17.2	23,838,436	1,416,983	265,850	1.11
From 1st Jan. to 31st Oct. 1838	1,921,619	22.8	43,887,864	2,589,384	485,813	1.11
In 3 years 6 months	4,598,942	19.35	88,981,763	5,100,497	956,941	1.07

To which must be added 44,148 francs, or 8,281 dollars, as the gross income from freight in the year 1838.

In the year 1837 there were 30,857 soldiers under the number of passengers, for whom, in consequence of an arrangement with the ministry of the War Department, only half price was paid.

In 1838 the total number of passengers amounted, according to "Moniteur Belge," to 2,338,303, comprising 56,618 soldiers, and the gross income was 3,100,833 francs

17,503 passengers,	I. class	who paid	69,322 francs 65 centimes.
215,893 " - -	II. class	"	702,502 francs 70 centimes.
604,935 " - -	III. class	"	1,033,953 francs 05 centimes.
1,343,554 " - -	IV. class	"	1,087,791 francs 45 centimes.
56,618 soldiers,	- - -	"	45,248 francs 88 centimes.
For overweight of baggage, and freight,	- - -	- - -	162,015 francs 67 centimes.

2,338,308 passengers, and total income, - - - - 3,100,833 francs 40 centimes.
These numbers explain sufficiently, that the Railroads in Belgium are used principally by the lower classes of the people.

IV. *Cost of working the Belgian Railroads.*—The accounts kept under this head contain an exact subdivision of the different expenses occurring in working the Railroads; the first general subdivision contains the maintenance of way and police; the second, the cost of transportation, viz. fuel, engineers and firemen, repairs of locomotives and cars,

grease for the same, also the expenses for conductors, carriers and baggage men; the third embraces the general expenses, viz. clerks and ticket sellers, comptrollers, printing, advertising, office expenses, &c. The annexed table contains the expenses under the different heads:

PERIOD.	Maintenance of way and police.	Transportation account.	General expenses.	Total.	
	FRANCS.	FRANCS.	FRANCS.	FRANCS.	DOLLARS.
From 5th May to 31st Dec. 1835,	50,594 01	105,967 88	12,200 84	168,772 73	31,665
Year 1836, - - - -	132,637 41	261,778 30	36,719 96	431,135 67	80,888
Year 1837, - - - -	345,824 53	664,940 46	144,706 92	1,155,471 91	216,786
From 1st Jan. to 31st Oct. 1838,	377,822 53	1,059,180 71	182,186 45	1,619,189 77	303,788
In 3 years and 6 months,	906,868 53 or 27 per ct.	2,091,867 35 or 62 per ct.	375,834 20 or 11 per ct.	3,374,570 08 or 100 per ct.	633,127

As this table contains the expenses of working the Railroads 3½ years, these numbers may certainly be regarded as the result of a great experience.

V. *Cost of repairs of Locomotives and Cars.*—In the last table the sum of 1,059,180 francs 71 centimes appears under the head of transportation account for ten months in 1838. This sum contains the expenses for foremen in the shops - - - - 32,177f. 54c.
For labourers - - - - 187,463f. 61c.
At the principal shops in Malines - - - - 54,868f. 72c.
For materials for repairs - - - - 87,968f. 66c.

Total - - - - 362,475f. 53c.
or 68.006 dollars, which is 54 per cent. of the expense of transportation. I believe that the expenses for repairs of engines and cars might be diminished by the introduction of locomotives with moveable trucks in front, and of eight wheeled passenger and freight cars.

VI. *Expenses per Passenger per mile.*—The accurate number of miles performed by passengers not being contained in the last report, the expenses per passenger per mile can only be found up to the end of 1837. According to the last statement, the expenses from the 5th of May 1835 to the 31st of December 1837, were,

For maintenance of way - - - - 529,045f. 95c.
Transportation account - - - - 1,032,686f. 64c.
General expenses - - - - 193,647f. 72c.

Total - - - - 1,755,380f. 31c.
During the same period the number of passengers reduced to 1 mile was equal to 45,093,899, which, divided in the above, gives as the expenses per passenger per mile,
For maintenance of way, 1.17 centimes, or 0.22 cents.
Transportation account, 2.29 centimes, or 0.43 cents.
General expenses, 0.43 centimes, or 0.08 cents.

Total - - - - 3.89 centimes, or 0.73 cents.
These expenses are very low, and are exceeded on every other railroad.

VII. *Expenses per mile of travel.*—The number of miles performed by all the locomotives with their trains, was:

From 5th May 1835, to 2d May 1836 14,810 lieues.
From 3d May 1836, to 31st Dec. 1836, 24,825 lieues.
From 1st Jan. 1837, to 31st Dec. 1837, 61,592 lieues.

Total, 101,227 lieues.
at 5000 metres, or 314,506 English miles; the expenses during the same period of 2 years and 8 months were—
For maintenance of way, 529,045f. 95c.
For transportation account, 1,032,686f. 64c.
General expenses, 193,647f. 72c.

Total 1,755,380f. 31c. therefore
Maintenance of way, per mile of travel, 1f. 68c. or 31½ cts.
Transportation account, " " 3f. 28c. or 61½ cts.
General expenses, " " 0f. 62c. or 12 cts.
5f. 58c. or 105 cts.

The expenses for every mile which a locomotive with its train runs, amount therefore to 5 francs 58 centimes, or 1 dollar 5 cents, being very near the same as on the American Railroads.

VIII. *Number of passengers per trip.*—In the table under No. 3, we have shown that the number of passengers from the 5th May 1835, to the 31st of December 1837, reduced for the length of a single mile of road, amounted to 45,093,899; during the same period the trains performed 314,506 miles; this gives 143 as the average number of passengers in a train. This number compared with 5f. 58c. as the expenses per mile of travel, gives again 3.89c. or 0.73 cents as the expense per passenger per mile.

IX. *Comparison between the gross income and the nett revenue.*—The following table contains the annual gross income, current expenses and the surplus of income over the expenses, as is related in the Report of the Minister of the 26th of November 1838, to which is annexed the annual surplus for every 100 francs of the gross income.

PERIOD.	Total gross income.	Current Expenses.	Surplus of the revenue over the expenses.	From 100 f. of gross income remained after defraying all expenses.
	FRANCS. CENT.	FRANCS. CENT.	FRANCS. CENT.	
5th May 1835, to 31st Dec. 1835,	268,997 50	168,772 73	100,224 77	37 f. 26 centimes.
Year 1836, - - - -	825,132 85	431,135 67	393,997 18	47 f. 75 centimes.
Year 1837, - - - -	1,416,982 94	1,156,471 91	261,511 03	18 f. 46 centimes.
1st Jan. 1838, to 31st Dec. 1838,	2,633,632 21	1,619,189 77	1,014,342 44	38 f. 53 centimes.
Total, - - - -	5,144,645 50	3,374,570 08	1,770,075 42	34 f. 41 centimes.

As an average, therefore, of 3½ years, of every 100 francs revenue, only 34 francs 41 centimes remained, but as all the locomotives and cars are still new, and no amount for general depreciation appears under the expenses, it is to be supposed, that in future only 30 francs will remain from 100. This surplus serves as interest and a sinking fund for the capital.

X. *Gross income per mile of Railroad.*—The public in Europe is almost throughout of opinion, that only short lines, and these especially between two populous cities, will pay a good interest, but the branch roads extending to remote, less populated parts of a country, will never yield any profits. What results the Belgian roads give in that respect, the annexed table will show:

PERIOD.	No of sections of road in operation.	Average length of road in operation.	Gross income during the whole period.		Annual income per single mile of road.	
			FRANCS.	CENT.	FRANCS.	CENT. DOLLARS.
5th May to 31st Dec. 1835,	1	12.6	268,997	50	32,333	75 6/66
Year 1836, - - - - -	2	22.3	852,132	85	38,212	23 7/169
Year 1837, - - - - -	6	56.1	1,416,982	94	25,268	16 4/759
1st Jan. to 31st Oct. 1838, -	10	118.7	2,633,532	21	26,638	34 4/998
Total, - - - - -		53.1	5,144,645	50	27,735	98 5/204

In the second column appears for the year 1835, only the section between Brussels and Malines of 12.6 miles, opened at that time. In the year 1836, these 12.6 miles were in operation for 365 days, and the second section from Malines to Antwerp, of 14.6, for 243 days only. In multiplying the length of each section by the respective number of days, and dividing the sum by 365, we receive 22.3 miles as the average length in operation during the whole year 1836. In the same manner the average length was obtained for the years 1837 and 1838. The last column shows, that the annual receipt per single mile of road amounted in the first year, when the novelty attracted many passengers, and only 12.6 miles were opened, to 32,333 francs 75 centimes, and that in the 3d and 4th year, when curiosity attracted but few, and the greatest number travelled for business only, and while a much greater length of road was in operation, these receipts amounted still to 26,500 francs per mile yearly. This amount will undoubtedly be increased in the following years, as in 1838 four new sections came in operation, on which the traffic will develop itself only by and by; besides, there will be the transportation of goods, which for the year 1839, is estimated to give a revenue of 850,000 francs for 159 miles, or 5346 francs per mile; the gross income on the Belgian Railroads, will therefore also in future, like the first year, amount to about 32,000 francs per mile of road annually. That by the increase of population and commerce, also this income of 32,000 francs will be increased is evident; the Railroads in Belgium serve therefore as a proof, that long lines of Rail-roads may (some extraordinary circumstances excepted,) be executed with equal success as short ones.

It would be quite erroneous in calculating the revenue of a system of Railroads, Canals, or Turnpike roads, to regard the income on the principal line separately, and so the revenue of each of the branch lines; in order to judge of the value of each of them. By the opening of a branch line the income of the main line must become greater; because the passengers and freight from the branch lines will pass over the same and increase the revenue. The accurate way of calculating a whole system of Railroads, Canals or Turnpike roads, must therefore be to compare the *total income of the main line as well as of the branch lines, with the total length of all the lines*, in order to find the *average income per mile*; and in deducting therefrom the expenses, the balance will show, when compared with the cost of construction per mile, what interest ensues for the capital invested.

XI. Budget for the operations of the Belgian railroads in the year 1839.—We have seen that the annual gross income will amount to 32,000 francs per mile, therefore for the 159 miles, which are in operation to 5,188,000 francs. After defraying all the expenses from 100 francs gross receipts there remain 34 francs 41 centimes, the net income will, therefore, be 1,750,780 francs, in stead of which the minister in his Budget anticipates the amount at 1,700,000, to which he is led by a different calculation. This surplus is exactly 5 per cent. of the capital expended of 34,000,000 francs. These 5 per cent. suffice for interest and sinking fund, and therefore the Belgian Railroads fulfil their object, to maintain themselves without being a charge to the State Treasury.

XII. Increase of income from the Mail and Turnpikes.—As an objection against Rail-roads it was further maintained, that their introduction in a country will lessen considerably the receipts of tolls on turnpike roads and of the mail, because there will be less travel on turnpike roads, and letters will be carried by persons who travel on Rail-

roads; the same opinion appears to have existed in Belgium. On the 27th of January 1838, the Minister, Mr. Nothomb, declared in the Senate, that the revenue of the mail in 1837 exceeded that of 1836 by 262,373 francs, and the tolls on turnpike roads by 110,000 francs, for the reason that although the tolls on those roads which go in a parallel direction with Rail-roads are lessened, yet they are increased in a greater proportion on those turnpike roads which lead to the Rail-roads, as they are passed over by all who come to travel on the latter. The revenue from the mail increased in consequence of the greater intercourse occasioned by the introduction of Railroads.

XIII. Comparison of the Belgian Railroads with those in the United States.—According to table under No. 3, the number of passengers during 3½ years, reduced for the length of one mile, amounted on the Belgian Railroads to 88,981,763, or at an average per year of 25,423,361. As the average length of road in operation during the whole time was 53.1 miles, we have 478,783 through passengers annually. The Belgian railroads are therefore travelled over on their whole length by nearly 5.0,000 passengers per year. We have now the following comparison;

(a.) *Cost of Construction.*—A mile of Railroad with a single track, and the necessary buildings and outfit, costs in America 20,000 dollars; in Belgium 41,300 dollars, or more than twice the amount.

(b.) *Tariff.*—On the American Railroads, a passenger pays at an average 5 cents per mile; on the Belgian Railroads, only 1 cent., or five times less: for freight the charge in America, at an average 7½ cents per ton per mile.

(c.) *Speed.*—On the American Railroads, passengers are conveyed with a speed of from 12 to 15 miles per hour, stoppages included; on the Belgian Roads at the rate of 17 miles, or stoppages not included, at the rate of from 20 to 25 miles.

(d.) *Traffic.*—There are at an average, 85,000 through passengers, and 15,000 tons of goods carried annually over the American Roads; on the Belgian there have been carried per year 478,783 through passengers, and the transportation of goods only commenced a short time since.

(e.) *Gross income.*—The same amounts on the American Railroads, at an average per mile and per year,

From 35,000 passengers at 5 cents,	\$1750
From 15,000 tons of goods at 7½ cents,	1125
From mail and contingencies,	200

Total, \$3075

On the Belgian Railroads the gross income per mile from 478,783 passengers, and the transportation of freight amounts to 32,000 francs or 600½ dollars 75 cents per year.

(f.) *Expenses per mile of travel.*—These amount on the American Railroads to 1 dollar, on the Belgian Roads to 1 dollar 5 cents, or they are the same in both countries.

(g.) *Number of passengers per trip.*—In Belgium there were in each train, at an average of 3½ years, 143 through passengers; on the American Roads, a passenger train contains only 40 through passengers, at an average.

(h.) *Number of trips per year.*—In dividing 35,000 by 40 we obtain 875, as the average number of passenger trips per year on the American Railroads; and in dividing 478,783 by 143 we get 3348, which represents the average number of passenger trains passing annually over the Belgian Roads. As at the same time the speed on the latter is greater than on the American Railroads, it was necessary to employ rails of 45 lbs. per yard, while their weight generally is less on the American Railroads.

(i.) *Expenses per passenger per mile.*—These are in

Belgium only 0.73 cents, and in America $2\frac{1}{2}$ cents, or $3\frac{1}{2}$ times more. The reason of it is, that the American trains contain $3\frac{1}{2}$ times less passengers, while the expenses per train per mile are equal in both countries. It is very nearly the same for a Locomotive to carry 40 or 143 passengers in a train.

(k.) *Annual current expenses.*—In America the annual current expenses for working a Railroad, are, per mile.
For transportation of 35,000 passengers, at $2\frac{1}{2}$ cts. \$875
For transportation of 15,000 tons of goods, at $6\frac{1}{2}$ cts. 975
For transportation of the mail and other expenses, 100

Total \$1950

or \$63.41 of every \$100 gross income. On the Belgian Railroad, of every \$100 gross revenue, the expenses are \$65.54, or per year per mile \$3937 86.

(l.) *Interest on the capital invested.*—In America the annual average gross income, per mile of Road, amounts to \$3375, the annual current expenses to \$1950, leaving \$1125 which, compared with the cost of a mile of Road (\$23,000) give $5\frac{1}{2}$ per cent. interest. On the Railroads in Belgium, the annual gross income per mile, is \$6033 75, the expenses \$3337 86, leaving \$2655 89 as interest on the cost of \$41,300 per mile, or exactly 5 per cent.

XIV. *General Remarks.*—The comparison of the results of the Belgian Railroads with those of the Railroads in the United States of America, speaks evidently in favour of the first. The extremely low charges for passage on the Belgian Railroads, has increased the number of passengers in an unparalleled degree, and produced an intercourse not attained in any other country of the world. While the higher prices in the better classes of cars yield a considerable profit, the price in the last class or for the great mass of the people, is so low, that it almost only covers the expenses. The Belgian Railroads are, therefore, throughout a great, popular, democratic establishment, which must have found the approbation of the people and every intelligent man. The Belgian Railroads afford to the government the greatest facility in the transportation of troops, the importance of which was evinced principally for the last years. The Belgian Railroads yield, in conformity with the grand idea of their establishment, only the interest and sinking fund of their capital, but the State Treasury has, by the increase of intercourse, indirectly gained in all taxes, in the revenue from tolls on turnpike roads and from the mail; the most important gain, however, was that kept in view by the great founder of these roads, to bring the nation into a more intimate contact, and to form of it one large family, on which the actual national device, "L'Union fait la force," ("Union gives strength,") becomes realized.

F. A. CHEVALIER DE GERSTNER.

Letters addressed to the care of Messrs. Maitland, Kennedy & Co., New York.

(J) Five francs and 38 centimes, or 533 French centimes, are equal to one dollar. One English mile is equal to 1610 metres. One pound sterling is equal to four dollars eighty-six cents.

POWER OF LOCOMOTIVE ENGINES.

A trial was made on Thursday last on the Lowell Railroad, of the power of a Locomotive Engine, built by the Locks and Canals Manufacturing Company at Lowell, for the Western Railroad. This was the second trial of the engine, the first having been made a few days before. Being built for a Railroad on which there are steeper gradients than on the Lowell road, or on any of the Railroads leading directly from Boston, it is constructed of a greater weight and power than any engine in use on either of those roads. The weight, on the occasion of the first trial, was ascertained to be, including the water in the boiler, 22,275 lbs.; and the weight on the driving wheels 14,970 lbs. The diameter of the cylinders is 12 inches; stroke of the piston 18 inches; diameter of the driving wheels 4 1-2.

The Boston and Lowell Railroad, on which these trials were made, is 26 miles in length—has a double track, and is built in the best manner, with a substantial edge, or T rail—having no greater rate of ascent or descent than 10 feet in a mile, except in the 26th mile, where it descends for a short distance, in approaching the Lowell Depot, at the rate of 30 feet in a mile, and no curvature of less radius than 3,000 feet, except at the turnouts, from one track to the other.

On the first trial above mentioned, the load attached to the engine consisted of 54 loaded cars and one empty car, the whole weighing, exclusive of the tender, 235 1-2 English tons, or 264 tons of 2,000 lbs. This load was conveyed from the Depot in Boston, to the 25th mile post in Lowell, as follows:

	H.	M.
Left Boston at 9	55	1-2 Road level,
Ar. at 1st Post 10	1	1-4 Ascent 10 feet per mile,
2d " "	7	1-4 do.
3d " "	13	do.
4th " "	17	Descending and level,
5th " "	20	Ascending 10 feet per mile,
6th " "	23	1-2 Ascending, 9.91 feet,
7th " "	27	3-4 Descending, 9.91 feet,
8th " "	30	1-2 Level 1-2 m. and ascending,
9th " "	35	1-2 Ascending 10 feet,
10th " "	41	3-4 do.
At the 10th post, stopped to let the passenger train pass up.		
Left	11	1-2 33 1-4 Ascent 10 feet—train passed from one track to the other—a curve of 3,000 feet radius, and reversed.
Ar. at 11th Post "	44	1-4 Ascent 10 feet,
12th " "	51	3-4 do.
13th " "	55	3-4 do.
14th " 12	1	1-2 Ascent 8 feet,
15th " "	7	1-2 do. 7 feet,
16th " "	12	do. 4 feet,
17th " "	16	1-2 Level, and 2 feet ascent,
18th " "	20	1-2 Ascent 4 feet,
19th " "	24	1-2 Ascent 2 feet, and level,
20th " "	28	1-2 Ascent 9 1-2 feet.
21st " "	33	1-4 Ascent 4 feet, and level,
22d " "	38	3-4 Descent 7 feet,
23d " "	42	Descent 6 feet,
24th " "	45	Descent 5 feet,
25th " "	48	Train stopped on descent of 30 feet per mile, and engine taken off.

The time of making the passage of 25 miles, deducting the stop at the tenth mile post, was two hours one minute—average rate being 12 2-5 miles per hour; the steam pressure was gauged at 60 lbs., and steam was blowing off freely the whole time.

It being evident from this trial that the engine would take a considerably heavier load, a second trial was made as above mentioned, on Thursday last. A load was prepared of 63 cars, filled with merchandise, which was ascertained to weigh in all 666,140 lbs., equal to 333 tons of 2,000 lbs., or 397 English tons. The day was unfavourable, there being a fresh north westerly wind, adverse to the direction of the train. The engine, however, being attached to the load, started it without difficulty from a state of rest, and proceeded with it over the level part of the road, and for two or three miles, where it was partially protected from the wind, over the ascent of 10 feet a mile, at a rate of eight or ten miles an hour; but on coming to a part where the wind blew with full force, in an oblique direction upon the whole length of the train, it came to a stop, and it was found necessary to take off a part of the load. We have not before us the minutes of the exact performance on the different parts of the line, but we learn that on the most difficult part of the road, notwithstanding the adverse wind, the load carried by the engine, without assistance, was equal to 392 tons. We hope before the end of the next month, to hear of the progress of this and other engines on the Western Road, in travelling from Worcester to Springfield.

COMMERCE OF VIRGINIA From 1789 to 1838.

Years.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawbacks paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	3,130,365	.	805,887	905	33,239 —
1792	.	.	3,552,825	.	461,753	1,736	32,545 —
1793	.	.	2,987,098	.	392,458	2,857	23,997 72
1794	.	.	3,321,636	.	423,520	23,076	26,130 13
1795	.	.	3,490,041	.	455,936	49,281	31,767 28
1796	.	.	5,268,655	.	653,209	43,707	36,278 26
1797	.	.	4,908,713	.	692,537	70,252	40,936 41
1798	.	.	6,113,451	.	677,278	25,838	43,657 58
1799	.	.	6,292,986	.	1,012,205	89,500	46,858 68
1800	.	.	4,430,689	.	759,776	90,705	41,838 47
1801	.	.	5,655,574	.	822,153	59,139	44,850 92
1802	.	.	3,978,363	.	726,564	29,884	31,943 87
1803	5,949,267	151,441	6,100,708	.	749,181	25,553	37,832 24
1804	5,394,903	395,098	5,790,001	.	938,929	33,723	33,614 11
1805	4,945,635	660,985	5,606,620	.	954,747	135,108	37,674 19
1806	4,626,687	428,709	5,055,396	.	762,815	109,876	34,015 29
1807	4,393,521	367,713	4,761,234	.	617,526	104,494	33,503 05
1808	508,124	18,349	526,473	.	132,749	6,259	29,485 28
1809	2,786,161	107,964	2,894,125	.	306,648	38,451	36,699 29
1810	4,632,829	189,782	4,822,611	.	510,124	46,543	45,339 78
1811	4,798,612	23,695	4,822,307	.	214,305	9,012	28,744 71
1812	2,983,493	17,619	3,001,112	.	707,372	6,962	32,720 86
1813	1,819,414	308	1,819,722	.	137,123	14,392	25,938 68
1814	17,581	—	17,581	.	23,801	5,283	22,514 47
1815	6,632,579	44,397	6,676,976	.	1,202,739	4,597	31,152 40
1816	8,115,890	96,970	8,212,860	.	1,268,336	32,080	26,059 66
1817	5,561,238	60,204	5,621,442	.	794,522	37,903	27,569 23
1818	6,941,414	74,832	7,016,246	.	891,867	16,983	23,534 03
1819	4,358,784	33,537	4,392,321	.	496,794	16,485	16,147 54
1820	4,549,137	8,820	4,537,957	.	336,510	8,093	16,797 58
1821	3,026,169	53,040	3,079,209	1,078,490	248,593	3,740	12,216 06
1822	3,209,852	7,537	3,217,389	.	864,162	263,424	8,960 93
1823	4,000,914	5,874	4,006,788	681,810	259,748	8,665	11,139 86
1824	3,276,478	1,086	3,277,564	639,787	219,319	6,605	10,759 39
1825	4,122,340	7,180	4,129,520	553,562	192,269	5,602	10,572 80
1826	4,596,077	655	4,596,732	635,438	224,472	6,112	13,724 29
1827	4,646,737	11,201	4,657,938	431,765	172,889	10,162	14,239 58
1828	3,324,616	15,569	3,340,185	375,238	142,308	5,992	15,627 08
1829	3,783,493	3,938	3,787,431	395,352	197,717	1,079	14,505 79
1830	4,788,804	2,480	4,791,644	405,739	189,850	9,314	10,061 43
1831	4,149,986	1,489	4,150,475	488,522	219,128	2,950	12,400 13
1832	4,493,916	16,734	4,510,650	553,639	191,945	9,738	13,784 79
1833	4,459,534	8,053	4,467,587	690,391	199,469	2,475	17,038 30
1834	5,469,240	13,858	5,483,098	837,325	163,867	393	18,966 70
1835	6,054,445	9,618	6,064,063	691,255	217,025	344	19,737 62
1836	6,044,028	148,012	6,192,040	1,106,814	300,762	6,223	16,501 37
1837	3,699,110	3,604	3,702,714	813,823	.	.	8,299 64
1838	3,977,895	8,333	3,986,228	577,148	.	.	7,405 82

TOWANDA, Bradford Co., Pa., July 27, 1839.

Towanda Rail Road.—A Corps of Engineers are now engaged in surveying the routes for a rail road from this Borough to the coal beds in Franklin. The law for this road was passed at the last session of the Legislature, and from the spirit manifested by the corporators we have reason to anticipate a speedy commencement and completion of the work.

Indiana Iron.—It is stated in the Logansport Telegraph, that the immense beds of iron ore in the new northern counties of Indiana, are beginning to be added to the available wealth of the country. Bar iron of a superior quality, it is said, has been manufactured at the iron works recently erected at Rochester, in that state, twenty-three miles north of Logansport.

Price of Wheat.—A friend has handed to us for publication, the following table, showing the prices of wheat, as settled at the Patroon's office on the first day of January,

during the several years there mentioned. It is a curious statement, and worthy of preservation.

Jan. 1.		PRICE OF WHEAT		
1825, 1 bush.	wheat	8s 4	fowls,	4s 1 day's serv. 16s.
1826, 1 do	do	7	do	do
1827, 1 do	do	8	do	do
1828, 1 do	do	8	do	do
1829, 1 do	do	14	do	do
1830, 1 do	do	8	do	do
1831, 1 do	do	10	do	do
1832, 1 do	do	10	do	do
1833, 1 do	do	10	do	do
1834, 1 do	do	8	do	do
1835, 1 do	do	8	do	do
1836, 1 do	do	12	do	do
1837, 1 do	do	18 4 fowls,	6s	do
1838, 1 do	do	13	do	do
1839, 1 do	do	14	do	do

IMPORTANT DECISION.

It will be seen by the following report that Judge Betts differs in opinion with Judge Story, as to the necessity of whaling ships taking out a license.

Reported for the Journal of Commerce.

United States Circuit Court.—August 3d.

JUDGE BETTS presiding.

The United States vs. Charles Jenkins and others.

The defendants were indicted for an endeavor to make a revolt on board the whaling ship Georgia, of New London. Capt. J. P. Hall, she was regularly registered as an American vessel, but not licensed, and was on a fishing voyage in the South Atlantic Ocean, when the offence occurred.

Evidence was adduced on the part of the prosecution which proved that the prisoners had refused to obey the captain's orders, and had acted in such a way as to clearly come under the legal definition of attempting to make a revolt.

Counsel for the prisoners raised two objections, first that the United States District Attorney must prove the American character of the vessel, by the production of the custom-house papers. Secondly, that a registered vessel was not authorized to engage in the fisheries, and therefore the defendants could not be charged with any offence committed on board her.

The District Attorney contended that, according to the law of 1835, it was only necessary to show that the vessel was *de facto* an American vessel, owned by American citizens, claiming to be, and in fact being an American vessel. And that although deprived of the privileges of American vessels, according to our revenue laws, she must still be considered an American vessel according to the law of 1835, whether she was *de jure* or not an American vessel. Secondly, that a register was sufficient for this purpose, and that it was not necessary, by the Act of 1793, to take out a license unless for the purpose of obtaining certain privileges and immunities, but that her not having done so did not render her the less an American vessel, *de facto* if not *de jure*.

The court charged the Jury. The defendants have put in only a general plea of not guilty, but they have also a right to avail themselves of any thing which goes to show they are not guilty. It is therefore not sufficient to merely prove their conduct criminal, in the abstract, but it must be also shown that the act which they have committed is made criminal by law.

The defendants now take the ground, that the duty, an alleged breach of which they are being tried for, was not obligatory on them, and that therefore this Court has no jurisdiction over them, and cannot take cognizance of their conduct while they were on board that vessel.

If this court were to act solely on its own impression it could entertain no doubt or hesitation in relation to the question. Because ever since 1789 and 1793 prosecutions of this sort have been frequently before this Court, and it has always exercised jurisdiction over them, and the prisoners, if convicted, have been invariably punished. The Court would therefore feel itself fully warranted in adhering to that interpretation of the law, which it had therefore given, if it had not been suspended by an expose of a high character.

It appears that within the last two months, a question has been raised at Rhode Island, whether men on board a whale ship, circumstanced as the one now in question, are amenable to the laws of the United States for certain breaches of discipline. And that Court decided that they are not. This Court however, entertains a different opinion, but in deference to the respected authority which has judged otherwise, we shall not now pass upon the question without further consideration, but put it in a shape in which it can be finally determined. And if it appears that this Court has been so long in error, we shall of course alter our view of the law, but if we consider ourselves right, we shall continue to entertain the same opinion, until it is corrected, not

by a court of co-ordinate jurisdiction, highly as we respect it, but by that court which can alone overrule us, which is the Supreme Court of the United States. The Court of Rhode Island and this Court, possess but the same authority, and neither of them have power to lay down rules for the guidance of the other, except as advisory. We, however, look to the court of Rhode Island with great respect, and if that court, had been the first to lay down the rule in relation to this question, we would readily conclude to decide as that court has decided, until the Court at Washington determined the matter. But this Court has for nearly forty years decided differently, and it now becomes a question whether this Court have laid down the rule correctly, or that the recent decision shall be adopted as the right one.

The question then arises thus. The law says, that if American seamen commit certain acts they are subject to be prosecuted, and other laws require certain preliminary conditions to be complied with, before vessels can possess certain privileges and advantages. And if the rule laid down by the Court of Rhode Island is correct, it may go no further than this, that all vessels sailing with a register, must pay duties on oil and skins, like foreign vessels, and be liable to the inconveniences and disadvantages of foreign vessels, and yet the seamen on board them be subject and amenable to the laws of the United States.

This Court will now lay down its view of the law in such a broad and comprehensive way as will suffice to have the question finally determined.

I lay it down as a rule of law, that persons are subject to criminal prosecution for offences committed on board American vessels, on the high seas, or in foreign ports, and that the *ownership* of the vessel determines her international character, within the interpretation of these laws. And that the ownership may be proved in the same manner as that of any other chattel, and that it is not necessary for the public prosecutor to produce any documentary evidences. Such has been the uniform course of decision in this Circuit for years past, and the principle seems to be distinctly recognized. (5 Wheat R. 199.) It is therefore sufficient to prove by parole evidence that the vessel was owned by American citizens.

Whatever effect the want of a license, and proceeding on a fishing voyage under a register, may have as to the privileges and advantages of the ship under our revenue laws, her being documented with the one or the other improperly, does not denationalize the vessel. She may be subject to duties and disabilities at the custom-house, as if not documented at all, or as if she was a foreign vessel, but no act of congress takes away her intrinsic character of American property. But the Court will go further, and say that vessels under a register, and not having a license, can be legally employed on a whaling voyage, and can come into American ports without subjecting themselves to the disadvantages or disabilities of foreign vessels. And that these vessels which go to the South Atlantic Ocean, ought to be admitted on paying American tonnage duties, and no duty on the oil; and that the statute which requires a license refers to a different sort of trade.

The jury, bearing in mind these propositions, will now retire to consider the evidence, and determine on the guilt of the defendants. If the jury finds them guilty, the Court will suspend their sentence until the case is fully argued before the Judges.

The Jury retired for a few minutes, and brought in a verdict of guilty against all the prisoners.

For the United States, the District Attorney, Mr. Butler. For the prisoners, Mr. Nash.

Poisonous Fish.—The Madras Herald of Feb. 2, mentions the arrival there of the ship Ganges, which had suffered severely from fatal sickness on board, arising from a singular circumstance. Shortly after leaving Mauritius the Ganges hove too off a fish bank and let down the boats to fish. The men were successful and ate plentifully of what they had caught. They were effected in a very extraordinary manner, being swollen like porpoises, and in the course of a few days fifteen of the men died.—*Boston D. Adv.*

Ohio Bank Convention.—The Bankers of Ohio held a Convention in this city yesterday. There was no public call for the Convention, and very few of our citizens knew any thing about it, until the very moment of its convocation. The proceedings have just this moment, been placed in our hands for publication, and we submit them to our readers without comment. Out of the thirty-two banks of Ohio, only twenty-five were represented.—*State Journal*.

At a convention of the Banks of Ohio, held at Columbus on the 25th inst. pursuant to previous notice, James Hall, Esq. of Cincinnati, was chosen President, and T. P. Handy and E. F. Drake, Secretaries. The following Banks were represented in the Convention by their delegates, viz:

German Bank of Wooster, B. Bentley.
Granville Alexandrian Society, B. W. Brice.
Franklin Bank of Cincinnati, Wm. Hooper.
Commercial Bank do James Hall.
Lafayette Bank do W. G. W. Gano.
Miami Exporting Company of Cincinnati, A. Moore.
Ohio Life Insurance and Trust Company, S. Foadick.
Franklin Bank of Columbus, R. Neil, and R. W. McCoy
Clinton Bank of Columbus, Wm. Neil, and D. W. Deshler.

Anacaster Ohio Bank, John Creed.
Bank of Xenia, E. F. Drake.
Bank of Nowalk, John R. Finn.
Bank of Cleveland, N. C. Baldwin.
Commercial Bank of Lake Erie, T. P. Handy.
Bank of Wooster, J. P. Coulter.
Bank of Massillon, P. Handy.
Bank of Zanesville, George James.
Bank of Muskingum, S. Sturges.
Bank of West Union, A. Barnes.
Bank of Circleville, H. Lawrence.
Urbana Banking Company, Wm. McDonald.
Commercial Bank of Scioto, H. Buchanan.

The object of the Convention having been stated, it was moved,

That a Committee, consisting of Messrs. Foadick, T. P. Handy, Creed, McCoy Drake, Bentley and Hall, be appointed to take into consideration the general objects of the Convention, the present condition of Exchanges as existing among the Banks in different parts of the State and report thereon; which report after having been duly discussed and amended, was unanimously adopted, viz:

1. *Resolved*, That we consider the practice of meeting in Convention as often as once a year, for the purpose of interchanging opinions and producing harmony of operation between the respective Banks of Ohio, highly conducive to the advantage of the banks, and the public, and that we recommend the continuance of the same.

2. *Resolved*, That the condition of the banks of Ohio, as compared with those of other states is such as to warrant the most entire confidence in each other and on the part of the public, and that we recommend to our respective institutions, that they persevere in the same cautious and safe policy by which the Ohio banks have heretofore maintained their credit.

3. *Resolved*, That believing as we do, that Banks are established for the public good, and can exist only in the observance of such policy as shall benefit the public, and secure confidence, we recommend frequent and frank disclosures between Banks, and by the banks to the public, in regard to their condition and business.

4. *Resolved*, That Ohio being a great Agricultural and productive State and the prosperity of the banks depending on that of the people, we recommend that the separate and united exertions of the banks be used, in good faith, to furnish exchange at low rates and a sound paper currency, to facilitate the sales and transmission to market of the produce of our soil.

On motion,

Resolved, That the proceedings of this Convention be printed under the direction of Messrs. McCoy and Deshler.

The Convention then adjourned to meet at Columbus

on the 3d Wednesday of June, 1840, or sooner, if it shall be deemed necessary, and that the Banks of Ohio are earnestly solicited to send delegates to such Convention.

JAMES HALL, *President*.

T. P. HANDY, }
E. F. DRAKE, } *Secretaries*.

ILLINOIS—RAILWAYS.

A public meeting was to be held at Peoria, on the 29th June, on the subject of internal improvements. The Peoria Register gives the following statements, the first showing the total length of each Railroad projected in the State, and the aggregate length of all the Railroads.

	Miles.
Central Railroad,	457½
Southern Cross Railroad,	294
Northern Cross Railroad,	234½
Shelbyville and Paris Branch, Central Railroad,	71½
Peoria and Warsaw Railroad,	116
Alton and Shelbyville Railroad,	71
Belleville and Lebanon Railroad,	23½
Bloomington, Mackinaw, Peoria and Pekin Rr,	53½

Total length of all the Railroads in the State, 1,241½

The following table shows the average cost per mile, the total cost of each and of all the said roads, and the amount expended to the end of last year:

Names of Roads.	Cost per mile.	Total.	Amount expended.
Central Railroad,	\$8,326	3,809,145	145,765
South Cross and Alton and Shawneet'n Rr, 8,200		1,410,800	42,763
Northern Cross Rail'd 8,480		1,976,455	515,311
Shelbyville and Paris Railroad,	19,562	757,113	51,208
Peoria & Warsaw Rr, 8,351		966,396	75,255
Alton and Shelbyville Railroad,	8,295	754,845	5,200
Belleville and Lebanon Railroad,	7,600	164,700	371
Bloomington, Mackinaw, Peoria & Pekin Railroad,	11,736	630,810	38,022
Total cost of the above roads		11,470,444	728,125

Antiquities.—A few days since, some laborers having occasion to dig in the large mound between Louisville and Portland, discovered, about three feet under the surface, several graves, about thirty inches in length.—Slabs of slate were laid upon the bottoms of the graves, two pieces of similar material constituted the sides, and flag stone of slate the lid or top of a rough sarcophagus. In one of these graves, were found near a dozen human skulls, and at least a handful of perfect and beautiful teeth; also the bones of persons, but these last crumbled into ashes at the touch.

This is altogether a singular discovery. The gentleman who affords this information is probably the oldest resident of Louisville, and says he well recollects when this mound was covered by a growth of the heaviest poplar. These remains must have been deposited in their narrow cell more than two centuries since. There was a mode of burial among the Choctaw and other tribes, which would lead us to believe that these are Indian remains, deposited according to that custom. When a warrior died among the Choctaws, instead of being committed to the earth immediately, his frame was suspended in the open air until the flesh dropped from his bones, and the squaws kept vigil by his remains until "the dust returned to dust." Several skeletons were then deposited in one grave. From the fact that many heads were found in this grave at the mound, we presume they must have been buried there by the dusky maidens of the forest in the olden time, in obedience to the custom of their people.—*Louisville (Ky.) Gazette*.

From the Journal of Commerce.

Messrs. Editors—Among the instances of early American commercial enterprise, is the voyage of the ship *Betsy*, Capt. Fanning, of this port, around the world. This vessel was built here for a Charleston packet. She was also owned here, but was fitted out and manned by New England Yankee lads, and sailed from Stonington on the 13th of June, 1797. Her outfit, with provisions for two years, with a small invoice of Indian trade, cost only 6,345 dollars. On her return to this port, after paying for duties on her cargo brought home, an amount over three times the cost of vessel and outfit—and then deducting from the proceeds of her cargo brought in, her first cost and outfit, interest, and premium of insurance—there remained for a dividend to the owners an amount rising 52,000 dollars. Her seamen having performed the voyage on shares, received, when paid off, on an average, about \$1000 per man. Among the very respectable adventurers in this voyage, now living in this city, are Alderman Furnian, and Peter Lorillard, Esqrs.

Is not this a prominent evidence of the spirit of patriotic enterprise and research of our citizens at an early age of our nation.

The *Betsy* was twenty-three months on her voyage. She was about 90 tons burthen, not coppered; only having her bottom guarded by a wooden sheathing. Her captain and first officer are both now living, having since made, each in the command of his respective ship, several voyages to the South Seas, China, and home.

CHRONICLER.

A sample of the celebrated *sandal wood*, procured at Washington Island in the Pacific, and brought home in the *Betsy*, is now to be seen at this office, seemingly as fresh in its fragrance as if but yesterday taken from its mountain forest.—*Eds. Jour. Com.*

From the New York Courier.

INTERESTING BILL OF MORTALITY.

From the statistical report appended to the annual return of the Coroner, Ira B. Wheeler, Esq., for the year ending December 31, 1838, we are enabled to glean the following interesting particulars:

Total number of inquests for the year—of which, in			
January, there were	42	July - - -	96
February - - -	29	August - - -	61
March - - -	31	September - - -	49
April - - -	37	October - - -	45
May - - -	56	November - - -	45
June - - -	55	December - - -	54
Total - - -		603	
Of this number there were Males,		410	
Females		193—603	
Of whom were of 1 year, and under 6 years,			
Males - - -		46	
Females - - -		36—82	
Of 6 and under 12, Males - - -		28	
Females - - -		5—33	
Of 12, and under 20, Males - - -		17	
Females - - -		4—21	
Of 20, and under 35, Males - - -		55	
Females - - -		39—94	
Of 30, and under 40, Males - - -		83	
Females - - -		44—127	
Of 40, and under 50, Males - - -		60	
Females - - -		22—82	
Of 50, and under 60, Males - - -		35	
Females - - -		8—43	
Of 60, and upwards, Males - - -		16	
Females - - -		8—24	
Age unknown, Males - - -		62	
Females - - -		20—82	
Still-born, Males - - -		4	
Females - - -		7—11	
		603	

Causes.—By Suicide, 55—Murder or violent death, 15—Involuntary killing, 6—Accidental, 75—Causes unknown, 164—Debility and exhaustion, 14—Burned and scalded, 24—Delirium tremens, 8—Strangled and suffocated, 11—Still born, 11—Drowned, 98—Intemperance, 33—Visitation of God, 23—Drinking cold water, 7—Apoplexy, 54—Total, 603.

Of these were married, Males - - -	105
Females - - -	75—180
Unmarried Males - - -	19
Females - - -	90—109
Whether married unknown, Males - - -	113
Females - - -	28—141

In the several wards there were—	
1st - - -	49
2d - - -	10
3d - - -	21
4th - - -	38
5th - - -	52
6th - - -	121
7th - - -	45
8th - - -	29
9th - - -	34
10th - - -	20
11th - - -	28
12th - - -	36
13th - - -	34
14th - - -	15
15th - - -	10
16th - - -	41
17th, - - -	20—603

Of cases there were—	
In the City Prison - - -	7
City Hospital, - - -	15
Bellevue, including the Almshouse - - -	7
Insane Asylum - - -	1
African Free School - - -	1—31

Of Suicides there were—Males - - -	31
Females - - -	55—86

Of which number there were born in the	
United States - - -	32
Germany - - -	3
England - - -	6
Ireland - - -	11
Other parts of Europe - - -	3

Manner of their death—	
By hanging - - -	9
Poison - - -	30
Cutting their throats - - -	6
Shooting themselves - - -	6
Drowning - - -	4

Of the whole number—there were born	
In the United States - - -	270
England - - -	35
Germany - - -	24
Scotland - - -	3
Ireland - - -	140
Sweden - - -	3
Nova Scotia - - -	2
Canada - - -	1
Spain - - -	1
Wales - - -	3
Italy - - -	2
Jamaica - - -	2
Unknown - - -	112—603

LOUISVILLE, July 15.

Quick transportation.—A gentleman of this city sent recently to England for some shrubs, plants and flower seeds, his letter was received by his New York correspondent on the 26th of April. The shrubs, plants and seeds were purchased in London on the 17th of May, and they are now sent and actually growing in a Louisville garden.—*Republic.*

**OFFICIAL.
TREASURY NOTES.**

TREASURY DEPARTMENT,
August 1, 1839.

Amount issued under the provision of the act of October 12, 1837, viz:	\$10,000,000 00
Of that issue there has been redeemed	9,627,105 46
Leaving outstanding	\$372,894 54
In lieu of those redeemed there has been issued under act of 21st May, 1838,	5,709,910 01
Of that issue there has been redeemed	4,776,450 42
Leaving of that sum issued outstanding	933,359 59
Aggregate of first and second issues outstanding	1,306,254 13
The issues under the provisions of the act of the 2d of March, 1839, amount to	3,857,276 21
Of that issue, there has been redeemed	3,100 00
	3,854,176 21
Making the aggregate of all outstanding	\$5,160,430 34

LEVI WOODBURY,
Secretary of the Treasury.

<i>Taxes at Bangor.</i> —By the Assessors' record it appears that the amount of valuation of resident proprietors, is	\$2,901,520
Non-resident proprietors,	736,350
Total valuation,	\$3,637,870

The tax on residents is	28,507 78
On non-residents,	6,258 63

Total amount of tax, with an overlaying of \$766 41,	\$34,766 41
The number of polls,	1,548 00
The tax on each,	2 50
Rate of assessment, 85 cents on \$100.	

In looking over the tax list, we find there are twenty-four resident proprietors and corporations that pay a tax of more than two hundred dollars. The highest tax assessed to any one is six hundred and eighty-one dollars and eight cents, to Amos M. Roberts, Esq. The next is five hundred and twenty-seven dollars and fifty-nine cents, to George W. Pickering, Esq. Four hundred and one dollars and forty-nine cents, to Hon. William Emerson. Rufus Dwinal, Thomas F. Hatch, Thomas Drew, James Crosby, and the Messrs. Patten, are assessed over one hundred dollars each.

There are thirty other residents taxed each at more than one hundred dollars.

The largest tax assessed to non-residents is four hundred and eighty-one dollars and ninety-three cents, to Amasa Stetson, Esq. The next to the heirs of Isaac Davenport, four hundred and two dollars and forty-seven cents, and the next to the Central Bank, Hallowell, three hundred and fifty-seven dollars.—*Bangor Whig.*

Course of Trade.—We have had occasion frequently to mention, lately, new occurrences in the trade of our great valley, and especially the arrivals at this place, of cargoes of corn from the Illinois and Wabash, for this market, and of pork from those rivers, destined to proceed to the sea-board by our canal.

This morning we accidentally learned that four steamboats, with cargoes of bulk pork, from the points above Vh-

cennes, on the Wabash, had arrived here some time, say a month ago.

The Dayton brought	93 tons.
Philadelphia	90
Canton	85

Arabian—quantity not given.

Part of the cargo of the Canton was castor oil, from Delhi, Indiana, a new town at the dam constructed across the Wabash, for the Wabash and Erie Canal. It is probably about 4.0 miles from the Ohio, by the course of the Wabash, and above the mouth of the Tippecanoe, where Harrison had his desperate encounter with the Indians in 1811.—*Cincinnati Gazette.*

Asphalte Roofing.—We noticed on Monday in passing through Pear street, that Mr. Harper was engaged in roofing the new building, No. 8, lately erected by Messrs. Robb & Ecklin, for a type foundry, with asphalte composition. The composition consists of a mixture of a kind of pitch with asphalte and coarse sea sand, and is similar to that made use of by the Exchange Company on the eastern front of that building, and by a number of different houses in this city and New York for a side walk in front of their stores. This is, we believe, the first experiment made with it in roofing in this city, but we doubt not it will be found to answer the purpose extremely well, both from its capability of protection against the weather and its durability.—*Ledger.*

Umbrella Mania.—The Natchitoches Herald states that an estimate has lately been made of the umbrellas stolen in and about that town within the last twelve months; and it amounts to the enormous number of 517; some gentlemen losing as many as a dozen, and almost every one three or four.

Town and City.—It is stated in the Boston Post, that when Boston was changed from a town to a city she was free from debt, and had a clean balance of \$60,000 in her treasury; and that now she is in debt \$1,600,000;—furthermore that the expenses of the town, with 40,000 inhabitants, were but \$120,000 a year, while the city, with 80,000 inhabitants, costs \$700,000.

The Elephant Shark.—One of these rare fish was harpooned in Provincetown harbour, last week, and towed to Chelsea, where it is now on exhibition. It is a great curiosity. The Elephant Shark, (*Squalus Elephas*) is the largest of all sharks; and the one we are now speaking of measures over thirty feet in length, and has fins five and a half feet long. The tail flukes measure six feet and a half and four feet. When alive it could extend its jaws four feet. It has seven rows of teeth, 100 in a row, in the lower jaw, and six rows, 100 in a row, in the upper jaw. It is about as "ugly a looking customer" as one would desire to have any dealings with.—*Boston Transcript.*

Electric Eels.—The Salem Register says that a couple of the famous electric eels have been brought to that port in the brig Eagle from Para. One of them is 3½ feet, and the other 4½ feet in length. They appear to be well and lively, and have their benumbing power in full perfection.

Execution.—On Friday last, James Williams a colored man was executed in the Moyamensing prison yard in presence of the persons authorized by law. His crime was the murder of Francis Kearney, in May 1838. We are under the impression that this is the first that has taken place here under the new law.

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From the New Orleans Price Current.

AN ORDINANCE

*Concerning the Levee Duties in and for the Port of
New Orleans.*

The General Council of the Municipalities of New Orleans, in conformity with the 20th section of the Act of Incorporation, approved 8th March, 1836, ordain as follows:

ARTICLE 1. The Levee or Wharfage Duties on Ships and other decked Vessels, and on Steam Vessels arriving from sea, shall be fixed as follows:

On each Sea Vessel under 75 tons,	-	-	-	\$ 12
" " of 75 and under 100 tons,	-	-	-	15
" " 100 " 125	-	-	-	20
" " 125 " 150	-	-	-	25
" " 150 " 200	-	-	-	30
" " 200 " 250	-	-	-	40
" " 250 " 300	-	-	-	50
" " 300 " 350	-	-	-	55
" " 350 " 400	-	-	-	60
" " 400 " 450	-	-	-	65
" " 450 " 500	-	-	-	75
" " 500 " 600	-	-	-	85
" " 600 " 650	-	-	-	95
" " 650 " 700	-	-	-	110
" " 700 " 750	-	-	-	120
over 750	-	-	-	130

ART. 2. The payment of these duties shall be exacted and collected by the Municipality within whose limits such vessels may have moored, after their arrival from sea in port; and an extra duty of one-third of these rates shall be paid by all vessels which may remain in port over two months, the same to be recovered at the commencement of the third month; and if they remain in port four months, then they shall pay a further additional wharfage of one-third of said rates, at the commencement of the fifth month, and be privileged to remain until the expiration of six months from date of original arrival and mooring, without a further charge being imposed on them.

ART. 3. When any vessel shall be removed from that division of the port in which it shall have originally paid duty, to another division of said port, under the jurisdiction of another Municipality, said latter Municipality shall be entitled to receive from the Municipality to which said duty has been first paid in the following ratio, viz.

One-half of the duty actually paid or due, if said vessel have not remained longer than fifteen days in that part of the port in which it was first moored; one-third, if said vessel have remained longer than fifteen days, but not more than twenty-five days; but if beyond twenty-five days, not any part of said duty shall be recovered. Nevertheless, the Municipality in whose limits said vessels shall afterwards be moored, shall have the right to levy and collect the extra duty of one-third of the rates mentioned in Article 1, on the conditions mentioned in Article 2; provided, that no further charge or extra duty shall be exacted from any vessel which may have removed from one part of the port to another, for the mere purpose of forthwith proceeding to sea.

ART. 4. All vessels or steamboats coming from sea, which, after their arrival in port shall proceed to, and return from any plantation, or other place, with a cargo, or part of a cargo, of any kind of produce whatever, and shall again enter the port for the purpose of discharging the same, shall pay, on returning from any such trip, a levee duty of eight

dollars over and above the duties fixed by the 1st Article of this Ordinance, the same to be collected by the Municipality within whose limits said vessels may discharge said produce.

ART. 5. The levee duties on steam vessels navigating on the river, and which shall moor and land in any part of the incorporated limits of the port, shall be fixed as follows:

On each Steamer under 75 tons,	-	-	-	\$ 8
" " of 75 and under 100 tons,	-	-	-	12
" " 100 " 150	-	-	-	16
" " 150 " 200	-	-	-	20
" " 200 " 250	-	-	-	25
" " 250 " 300	-	-	-	30
" " 300 " 350	-	-	-	35
" " 350 " 400	-	-	-	40
" " 400 " 450	-	-	-	45
" " 450 " 500	-	-	-	50
" " 500 " 550	-	-	-	55
over 550	-	-	-	60

ART. 6. All steam vessels employed as packets, and plying regularly between this port and the ports in the Gulf of Mexico, including Havana, shall pay no other or higher rate of wharfage than is imposed by this Ordinance on steamboats navigating the Mississippi.

ART. 7. The duties specified in the preceding Article, shall be paid on the mooring and landing of said steamers in port, by their captains or other agents, to the officer entrusted with their collection by the Municipality within whose limits said vessels shall have moored and landed.

ART. 8. After the payment of these duties, said steamers shall be entitled to remain thirty days in that part of the port which may have been designated by the Municipality to which it belongs; and any steamer remaining over thirty consecutive days, shall pay an additional duty of two dollars per day, until its final departure from port, the same to be collected daily; and if any steamer leaves its first landing place, to take a berth and be moored in another Municipality, it shall pay said additional duty of two dollars per day, to the Collector of the Municipality into whose limits it shall have been removed, whether said term of thirty days shall have expired or not at the time of such removal.

ART. 9. Steamers employed as tow boats, and which shall have received on board any produce, the whole or any part of the cargo of a vessel, and shall discharge the same on the Levee, shall pay the same duty as is specified in Article 5, according to their tonnage; said duty to be collected by the proper officer of the Municipality within whose limits such discharge shall be effected.

ART. 10. Tow boats shall pay, for each time they may moor to take in wood or other fuel, eight dollars to the Municipality within whose limits they may moor and take in said fuel.

ART. 11. The following Levee dues shall be exacted on all flat boats, barges, keel boats, pirogues, and other raft, crafts, &c.:

On each flat boat, either fully or in part laden with produce, materials, or merchandise of any kind,	-	\$10
On each barge, measuring 70 feet or more in length,	-	10
On all barges, keel boats, or boats measuring less than 70 feet, and not exceeding 15 tons burthen,	-	6
On all other boats not described in the present Ordinance,	-	4
On each coasting pirogue,	-	1

The owners or keepers of boats used as places of depot for any article whatever, shall pay a duty of \$1 per day.

The following duties shall also be levied:

On their being broken up, if in the incorporated limits of the port, each flat boat, - - - - - \$4

On each steamer, or other vessel than flat boats, being broken up within said limits, - - - - - 10

On rafts of timber not containing more than 25 logs each raft, - - - - - 5

On each raft of timber containing more than 25 logs, then in the ratio of that increase.

On each craft measuring 40 tons or under, employed to carry sugar, molasses, wood, or any other description of merchandise, there shall be levied, on each trip, a duty of - - - - - 4

On all craft exceeding 40 tons each, employed as above, shall also be levied, on each trip, a duty of - - - - - 6

ART. 12. All boats or other vessels arriving within the limits of the port, with fish, meat, vegetables, eggs, or any and every other kind of provisions, expressly for the purpose of supplying the several markets, shall be entirely exempt from paying any Levee dues; but the same, and all other description of craft, otherwise employed, whether particularly mentioned in this Ordinance or not, shall pay duty according to the Tariff above ordained.

ART. 13. The time allowed for all pirogues, flat boats, barges, boats and keel boats to land their cargoes in port, shall be fixed at twelve days from their original arrival after which said craft shall pay daily an additional duty on each barge, boat, or keel boat over 70 feet in length, \$1 00

And less than 70 feet long, - - - - - 75

And in the event of any of said vessels removing from one Municipality to another, from their first place of landing, they shall pay daily said additional duty to the latter Municipality, whether said term of twelve days shall have expired or not.

The time allowed for discharging of boats or other craft not otherwise described in this Ordinance, is fixed at twelve days from their arrival in port, after which said boats and craft, and all rafts and floats, shall be taken out of the incorporated limits of the port, under penalty of being fined \$25 for each day they may be found in violation of the law, said fine to be paid by all owners, masters, keepers or consignees of said flat boats, rafts or floats, for each and every day they may refuse to comply with the dispositions of the present Ordinance; said fine to be recovered before any competent tribunal, on the evidence of the proper officer whose duty it is to see the Levee or Port Ordinances carried into effect. Provided, however, that this clause in the present Ordinance shall not deprive any of the Municipalities of the right of granting a specific privilege for said flat boats, rafts or floats to be broken up and used within any one of their respective limits.

ART. 14. It is hereby expressly forbidden to all owners, masters, consignees, or other persons, to sell, or cause to be sold, on board of any of the aforesaid craft, under any pretence whatever, wine, beer, cider, and spirituous liquors in quantities less than a barrel, under a penalty of fifty dollars for each contravention; said fine to be paid by them in the like manner, and on the like evidence as are described in Article 13.

It is also expressly forbidden to smoke, or allow to be smoked, meat of any kind on board of said craft, under the penalty in the manner levied, and on the evidence above mentioned.

ART. 15. All barges, flat boats, keel boats, or other craft, in which shall be exposed for sale in the part of the port assigned for their accommodation during the said term of twelve days, any produce, goods or merchandise brought on board from a distance less than 100 miles above the cities of New Orleans, excepting sugar, molasses and cotton, the staples of Louisiana, shall be fined in a sum of not less than \$50 nor exceeding \$100, the same to be recovered in the manner set forth in Article 13.

ART. 16. In case any person should furnish any false reports relative to the cargoes, owners or consignees, or the date of such crafts entering the port, or in any manner inter-

fere with, or impede the officers of the several Municipalities in the free exercise of the duties devolving on them, said person or persons so contravening shall, on conviction, pay a fine of not less than \$20, nor exceeding \$100 for each contravention.

ART. 17. It shall be obligatory on the part of captains of vessels and steamers, and also on masters, owners, and keepers of all crafts, flat boats, rafts and floats, to pay the aforesaid duties on board of their respective vessels, a receipt for which shall be delivered to them by the proper officer of each Municipality, in order to prove payment thereof, in case any of said vessels, craft, &c. be removed from one division of the port to another.

ART. 18. All the fines imposed by this Ordinance shall be for the benefit of the Municipality within which any contravention thereof may have been committed; the same to be levied on the evidence of the wharfinger, and if voluntarily paid, the receipt for same shall be given by the Treasurer; but if they be resisted, then their recovery shall be effected by and before an authority or court of competent jurisdiction.

ART. 19. It shall be a special duty of the Wharfinger for each Municipality to make a weekly report to the Comptroller thereof, of all and every description of vessels, their tonnage, &c. which may each day enter and moor within the limits of the port under his superintendence; which weekly report shall be carefully filed in the office of said Comptroller, for further reference and examination, and in regular rotation of dates.

ART. 20. Be it further ordained, that, from and after ten days' promulgation of this Ordinance, the Wharfage Collectors of the Three Municipalities shall cause to be kept, by the Enrolling Clerk at the Custom-house, a record book, in which daily entries shall be made of every vessel which may arrive from sea, specifying their names, their masters, consignees, where from, and their tonnage, having three marginal spaces on the right hand, headed Municipality Nos. 1, 2, 3, respectively, which space shall be from time to time filled up with the signatures of the three several wharfage collectors, indicating that they have received the wharfage due to their respective Municipalities, by each of whom the expense of procuring and maintaining said book of record, if any, shall be borne and paid in three equal proportions.

ART. 21. Be it also ordained; that, in the event of the resignation or suspension of any officer or officers employed as Collectors of any of the branches of the revenues belonging to either of the Municipalities, he or they shall be forthwith required to deliver up to the Treasurer of the Municipality whence his or their appointment was derived, all his or their books, accounts, and vouchers appertaining thereto.

ART. 22. The present Ordinance shall be put in force in ten days after its promulgation by the Mayor; and the execution of such dispositions thereof as relate to the police of the port, shall specially belong to the officers appointed by each of the Municipalities for this purpose.

ART. 23. All previous Ordinances, or parts of Ordinances relative to Levee dues, and to the police of the port, and which may be at variance with, or opposed to, the provisions of the present Ordinance, shall be, and the same are hereby repealed.

(Signed) PAUL BERTUS, President.

Approved May 27, 1839.

(Signed) C. GENOIS, Mayor.

A true copy.

THEARD, Ja., Sec'y.

The First American Railroad.

The National Gazette remarks, that "the first Railroad constructed in the United States was the Quincy Railroad, something more than a mile in length, and leading from a granite quarry." The extent of the first American Railroad is here materially underrated. The length of the Quincy Railroad, as built in 1826, from the wharf at the mouth of the Neponset river to the Bunker Hill Quarry, was nearly three miles, and to the main quarry, from which so many tons of stone have been since obtained, over two miles.

Eastern paper.

THE LAW OF THE ROAD.

An esteemed correspondent sends us the following communication, which is of especial interest to the great moving mass of travellers, who, at this season of the year, throng our steamboats, stages, and railroad cars. Most persons attach a vast deal of meaning to the brief notice, "All baggage at the risk of the owner," when, in truth, it imposes no additional care on the traveller, and certainly relieves of no responsibility the different transportation companies. Their duties as *common carriers*, are clearly shown in the annexed communication; and no notice of the above, or any other description can free them from the obligations which they assume when they undertake to transport passengers and property.—*Albany Daily Adv.*

"ALL BAGGAGE AT THE RISK OF THE OWNER."—Syracuse and Utica Railroad.

"All goods, baggage, freight, specie, bank bills, or any kind of property taken, shipped, or put on board of these boats, must be at the risk of the owners," &c.—New York, Albany and Troy Steamboat Line.

"Freight and baggage at the risk of the owners thereof."—Troy and Albany Steamboats.

"All baggage positively at the risk of the owner. Way passengers will attend personally to the disposition of their baggage at Schenectady."—Utica and Schenectady Railroad.

"All baggage at the risk of the owners thereof."—Saratoga and Schenectady Railroad, Troy, Ballston, and Saratoga Railroad.

"All baggage at the risk of the owner."—Auburn and Syracuse Railroad.

"All baggage, specie, and freight at the risk of the owners thereof."—New Steamboat Arrangement between Albany and New York.

To the Editor of the Albany Daily Advertiser.

The above mass of humbug and nonsense is taken from advertisements in a single column of the Albany Argus.

As quiet or ignorant people may perhaps be induced to submit to the imposition of a loss of their freight or baggage rather than litigate with a great monopoly, especially when the above notices are thrust in their faces, and they are told they were bound to take notice of them, it will, perhaps, be doing the travelling public a service, by referring them to the two decisions of the Supreme Court of this State, to wit: *Hollister vs. Nawlen*, 19 Wendell's Reports 234, and *Cole vs. Goodwin*, *ibid.* 251, both decided at the May term, 1838; in which it is expressly decided, that stage-coach, railroad, and steamboat proprietors are common carriers, and are, like all other common carriers, answerable for the baggage of passengers; that they are regarded as insurers, and must answer for any loss not occasioned by the act of God, or the public enemies. That the fact that the owner is present, or sends his servant to look after the property, does not alter the case.

That common carriers cannot restrict their common law liability, by a general notice like those which I have taken above as the text of this article—that a notice, "all baggage at the risk of the owner," even if brought home to the knowledge of a passenger in a stage coach, who lost his trunk, was no protection to the proprietors of the coach in an action against them for the loss of the trunk. That common carriers are bound to deliver to each passenger at the end of his journey his trunk or baggage. That the whole duty in this respect rests upon the carriers. That the exercise of ordinary care in marking the baggage, entering it upon a way bill, and delivering a check ticket to the owner, renders easy its discharge. That the passenger is not required to expose his person in a crowd, or endanger his safety in the attempt to designate or claim his property.

What is the reason that the common law will not excuse the carrier unless he show the act of God, or the enemies of the republic, or the misconduct of the owner? "This," says Lord Holt, in *Cloggs vs. Bernard*, 2d Raymond's Reports, 918, "is a politic establishment, contrived by the policy of the law, for the safety of all persons, the necessity of whose affairs requires them to trust these sort of persons (common carriers) that they may be safe in their ways of dealing, for

else these carriers might have an opportunity of undoing all persons that had any dealings with them, by combining with thieves, &c. and yet doing it in such a clandestine manner, as would not be possible to be discovered.

Cowen Justice, in *Cole vs. Goodwin*, cited above, says, at page 280, "I have said that relaxing the Common Law rigour, opens the highroad to fraud, perjury, theft and robbery. It does more. Looking to the present ordinary, not to say universal means of travel and transportation by coaches, railroads, steamboats, packets, and merchant vessels, the mere super-addition of negligence in respect to the safety of passengers, and property would constitute a most fearful item. There is no principle in the law better settled, than that whatever has an obvious tendency to encourage guilty negligence, fraud, or crime, is contrary to public policy. Such, in the very nature of things, is the consequence of allowing the common carrier to throw off, or in any way restrict his legal liability.

The Traveller and Bailor is under a sort of moral duress, a necessity of employing the common carrier under those legal arrangements, which allow any number of persons to assume that character, and thus discourage and supersede the provision for other modes of conveyance. My conclusion is, that he shall not be allowed, in any form, to higgel with his customer, and extort one exception and another, not even by express promise, or special acceptance, any more than by notice. He shall not be privileged to make himself a common carrier for his own benefit, and a mandatory, or less to his employer. He is a public servant, with certain duties defined by Law, and he is bound to perform those duties."

In the face of these decisions, is it not, Mr. Editor, the most consummate arrogance, not to say impudence, in our great land and water monopolies, to continue such notices in their advertisements? They well know they are unavailing with those who do not choose willingly to submit to their impositions and extortions. It is also especially worthy of remark by the travelling public, that the railroad proprietors and other carriers are bound to deliver to each person, at the termination of his journey, his baggage, without his exposing himself in a crowd to point it out, or claim it.

This is a vastly important decision to persons travelling eastward on the Mohawk and Hudson Railroad, to persons travelling in steamboats on the Hudson river. It is the duty of these common carriers to mark each person's baggage, and give him a check ticket on its receipt, so that their agents at its place of delivery, may return it to its owner without any trouble to him. How much trouble, vexation, confusion, inconvenience and loss, would be avoided at the railroad depot in this city, if passengers would insist upon their rights, any one can judge who has ever been present on the arrival of a full train of passengers from the West. I hope the press throughout the country will give publicity to the above decisions, to the end that public opinion may frown down these attempts of powerful monopolies at imposition upon those whose necessities compel them to entrust their persons or their property in their hands.

J. R.

The Thirteen Stripes.—The Nantucket Inquirer published the following article from a London periodical of 1783, as corroborative evidence of an often asserted fact, that the first vessel which displayed our national flag on the waters of Great Britain was a Nantucket ship.—*Niles' Reg.*

The ship Bedford, Capt. Moores, belonging to Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, and was reported at the custom house the 5th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colours, and belongs to the island of Nantucket, in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes in any British port. The vessel is at Horsleydown, a little below the tower, and is intended immediately to return to New England.

STATEMENT

Exhibiting the number of American and Foreign Vessels, with their tonnage and crews, which entered into each of the Districts of the United States, during the year ending on the 30th September, 1838.

INTO	ENTERED											
	American.				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys			Men.	Boys			Men.	Boys
Pasamaquoddy	152	10,296	992	64	888	59,065	3,031	11	1040	69,361	4,023	75
Penobscot	8	2,781	101	—	2	683	24	5	10	3,464	125	5
Waldoborough	3	1,085	40	—	—	—	—	—	3	1,085	40	—
Wiscasset	5	1,571	54	—	—	—	—	—	5	1,571	54	—
Bath	29	8,417	304	—	7	420	28	—	36	8,837	332	—
Portland	131	27,780	987	159	72	5,718	289	49	203	33,498	1,276	208
Kennebunk	5	925	37	3	—	—	—	—	5	925	37	3
Belfast	15	1,961	90	3	9	829	41	—	24	2,790	131	3
Portsmouth	42	11,191	450	17	19	1,615	87	—	61	12,806	537	17
Vermont	192	28,480	1,245	—	—	—	—	—	192	28,480	1,245	—
Newburyport	19	3,347	145	9	12	979	54	—	31	4,326	199	9
Gloucester	18	3,150	145	3	10	535	40	—	28	3,685	185	3
Salem	59	10,237	470	50	—	—	—	—	59	10,237	470	50
Marblehead	5	782	40	1	1	178	8	—	6	960	48	1
Boston	747	161,595	6,644	477	488	37,303	2,231	226	1235	198,898	8,875	703
Barnstable	10	1,104	55	—	—	—	—	—	10	1,104	55	—
Edgartown	60	12,630	736	—	—	—	—	—	60	12,630	736	—
Plymouth	9	2,308	108	—	—	—	—	—	9	2,308	108	—
New Bedford	101	29,554	2,274	57	—	—	—	—	101	29,554	2,274	57
Dighton	41	6,494	279	16	—	—	—	—	41	6,494	279	16
Nantucket	2	185	11	—	—	—	—	—	2	185	11	—
Newport	30	5,685	346	—	1	295	20	—	31	5,980	366	—
Bristol	43	9,060	573	—	—	—	—	—	43	9,060	573	—
Providence	69	12,983	578	—	—	—	—	—	69	12,983	578	—
New Haven	52	8,976	454	18	—	—	—	—	52	8,976	454	18
New London	29	7,743	525	9	—	—	—	—	29	7,743	525	9
Middletown	8	1,282	73	6	4	375	16	—	12	1,657	89	6
Fairfield	4	891	67	5	1	45	4	—	5	936	71	5
Sag Harbour	20	6,142	380	—	—	—	—	—	20	6,142	380	—
New York	1253	342,900	15,256	—	372	79,597	3,916	—	1625	422,497	19,172	—
Champlain	120	33,528	597	386	—	—	—	—	120	33,528	597	386
Oswegatchie	309	54,016	4,698	238	152	30,597	2,620	—	461	84,613	7,318	238
Sackett's Harbour	127	29,479	1,793	477	—	—	—	—	127	29,479	1,793	477
Oswego	159	30,027	2,055	—	332	74,177	4,780	—	491	104,204	6,835	—
Genesee	10	778	44	10	167	27,092	1,969	26	177	27,870	2,013	36
Niagara	24	5,723	416	36	391	96,325	6,742	201	415	102,048	7,158	237
Cape Vincent	27	13,196	301	—	37	20,975	718	—	64	34,171	1,019	—
Perth Amboy	2	842	32	—	—	—	—	—	2	842	32	—
Newark	1	148	6	—	—	—	—	—	1	148	6	—
Philadelphia	374	74,992	3,329	234	54	8,131	417	55	428	83,123	3,746	289
Presque Isle	4	350	22	2	5	228	18	2	9	578	40	4
Baltimore	308	54,421	2,512	—	90	22,685	1,085	—	398	77,106	3,597	—
Georgetown	3	1,701	59	8	—	—	—	—	3	1,701	59	8
Alexandria	8	2,763	104	4	9	1,063	63	—	17	3,826	167	4
Norfolk	44	7,152	347	—	49	7,702	439	—	93	14,854	786	—
Petersburg	13	5,742	287	—	1	168	9	—	14	5,910	296	—
Richmond	17	5,781	228	2	5	1,841	81	1	22	7,622	309	3
Folly Landing	2	104	8	—	—	—	—	—	2	104	8	—
Wilmington	74	10,985	527	—	29	3,023	208	—	103	14,008	735	—
Newbern	31	3,448	200	—	1	35	5	—	32	3,483	205	—
Camden	21	1,981	117	—	—	—	—	—	21	1,981	117	—
Edenton	8	823	40	1	—	—	—	—	8	823	40	1
Ocracoke	—	—	—	—	1	200	8	—	1	200	8	—
Plymouth	10	830	56	1	—	—	—	—	10	830	56	1
Washington	23	2,316	120	5	—	—	—	—	23	2,316	120	5
Beaufort	1	161	5	2	1	238	10	—	2	399	15	2
Charleston	164	37,142	1,643	76	99	27,356	1,143	187	263	64,498	2,786	263
Georgetown	1	100	5	—	—	—	—	—	1	100	5	—
Savannah	102	26,124	1,055	—	55	20,364	810	—	157	46,488	1,865	—
Brunswick	6	727	30	3	1	391	16	—	7	1,118	46	3
Key West	146	6,114	722	—	46	2,721	320	—	192	8,835	1,042	—
Pensacola	4	411	22	—	—	—	—	—	4	411	22	—
Mobile	122	27,191	1,225	—	32	11,996	512	—	154	39,187	1,737	—
New Orleans	613	139,782	6,357	4	169	43,184	2,252	—	782	182,966	8,609	4
Cuyahoga	19	1,141	59	—	41	2,050	113	—	60	3,191	172	—
Sandusky	—	—	—	—	7	388	23	—	7	388	23	—
Detroit	21	1,480	79	—	36	1,543	87	—	57	3,023	166	—
Total	6079	1,302,974	62,559	2386	3696	592,110	34,237	763	9775	1,895,084	96,796	8149

Statements exhibiting the number of American and foreign vessels, with their tonnage and crews, which cleared from each district of the United States during the year ending on the 30th September, 1838.

FROM	CLEARED.											
	American.				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews. Men. Boys	No.	Tons.	Crews. Men. Boys	No.	Tons.	Crews. Men. Boys	No.	Tons.	Crews. Men. Boys
Passamaquoddy	40	4,841	212	888	59,065	3,031	11	928	63,906	3,243	11	
Machias	7	979	44					7	979	44		
Penobscot	16	2,373	98	2	683	24	5	18	3,056	122	5	
Waldoborough	14	2,188	82					14	2,188	82		
Wiscasset	14	2,382	101	9				14	2,382	101	9	
Bath	104	16,218	753	7	420	28		111	16,638	781		
Portland	219	41,400	1,524	224	67	5,361	267	47	286	46,761	1,791	271
Kennebunk	5	820	37	1				5	820	37	1	
Belfast	69	9,996	457	3	10	890	44	79	10,886	501	3	
Saco	4	450	23					4	450	23		
Portsmouth	18	3,187	139	1	19	1,615	87	37	4,802	226	1	
Vermont	192	28,480	1,245					192	28,480	1,245		
Newburyport	23	4,709	237	26	13	1,055	58	36	5,754	295	26	
Gloucester	17	2,406	122	2	10	535	40	27	2,941	162	2	
Salem	79	13,816	674	103				79	13,816	674	103	
Marblehead	6	674	37	1	1	47	3	7	721	40	1	
Boston	645	125,070	5,486	308	498	38,644	2,487	2	1143	163,714	7,973	310
Barnstable	2	184	9					2	184	9		
Edgartown	11	3,779	246	31				11	3,779	246	31	
Plymouth	4	838	46					4	838	46		
New Bedford	107	31,358	2,163	187	12	2,797	129	119	34,155	2,292	187	
Dighton	13	2,106	125	7				13	2,106	125	7	
Nantucket	2	222	12					2	222	12		
Newport	23	4,406	265	1	295	20		24	4,701	285		
Bristol	46	8,527	486					46	8,527	486		
Providence	52	8,972	424	1	52	4		53	9,024	428		
New Haven	65	10,864	562	19				65	10,864	562	19	
New London	42	8,138	627	50				42	8,138	627	50	
Middletown	5	809	50	2	4	375	16	9	1,184	66	2	
Fairfield	2	622	60	1		45	4	3	667	64		
Sag Harbor	54	16,952	570					54	16,952	570		
New York	990	267,906	12,081	372	78,593	3,711		1362	346,499	15,792		
Champlain	120	33,528	597	886				120	33,528	597	886	
Oswegatchie	289	52,131	4,530	233	152	30,597	2,620	441	82,728	7,150	233	
Sackett's Harbor	126	30,152	1,802	504				126	30,152	1,802	504	
Oswego	163	29,999	1,733	307		73,127	4,145	469	103,126	5,878		
Genesee	31	4,103	215	1	166	29,038	2,034	12	197	33,141	2,249	13
Niagara	23	5,500	403	42	389	94,926	6,690	186	412	100,426	7,093	228
Cape Vincent	27	13,196	301	1	37	20,976	718	64	34,171	1,019		
Newark	5	1,038	43	1		230	10	6	1,268	53		
Philadelphia	284	53,905	2,476	217	53	8,528	410	45	337	62,433	2,886	262
Presque Isle	2	139	10	2		66	6	4	205	16	2	
Baltimore	266	43,538	2,213	93	23,163	1,108		359	66,701	3,321		
Alexandria	26	4,032	198	1	12	2,393	112	38	6,425	310	1	
Norfolk	108	16,132	782	55	8,361	486		163	24,493	1,268		
Petersburg	12	5,200	174	1	1	168	9	13	5,368	183	1	
Richmond	48	14,619	605	10	9	3,095	132	1	57	17,714	737	11
Tappahannock	1	115	5					1	115	5		
Wilmington	160	24,554	1,153	33	3,296	237		193	27,850	1,390		
Newbern	45	4,937	280	2	130	11		47	5,067	291		
Camden	31	2,896	178					31	2,896	178		
Edenton	11	1,096	59	3				11	1,096	59	3	
Ocracoke	4	499	25					4	499	25		
Plymouth	15	1,543	84	1				15	1,543	84	1	
Washington	34	3,712	190	4				34	3,712	190	4	
Beaufort	1	539	19	1	238	10		2	777	29		
Charleston	271	72,789	2,991	120	121	33,536	1,358	205	392	106,325	4,349	325
Georgetown	9	1,092	51					9	1,092	51		
Savannah	185	59,396	2,277	58	21,185	854		243	80,581	3,131		
Brunswick	12	2,316	84	3	1	391	16	13	2,707	100	3	
Key West	153	6,985	667	39	2,332	276		192	9,317	943		
Pensacola	13	1,270	75	1	1	76	6	14	1,346	81		
Mobile	244	70,124	2,877	33	12,466	547		277	82,590	3,424		
New Orleans	764	217,126	9,041	2	168	42,147	2,167	932	259,273	11,208	2	
Cuyahoga	36	2,151	110	42	2,200	120		78	4,351	230		
Sandusky				2	123	8		2	123	8		
Detroit	33	2,737	146	19	907	55		52	3,644	201		
Total	6441	1,408,761	65,391	2504	3703	604,166	34,098	514	10144	2,012,927	99,489	3018

From the Miners' Journal.

A Visit to the Burning Mine.

A large party of gentlemen assembled at Minersville, a few days since, for the purpose of visiting the Burning Mine, on the Jugular Vein, at the gap of the Broad Mountain. While the pleasure cars were preparing, we took a look about Minersville, and found many other things to admire besides Mrs. Christ's lemonade. There are a great number of buildings in process of erection, and a steam Saw Mill is nearly completed by Mr. Laurence of Sunbury. The village appears to have been steadily progressing, since we last visited it, and holds its own better than any of our surrounding towns.

The cars were at length equipped, and we started at a fine pace up the inclined plane. Diverging to the left, we visited the mining operations of Lebbeus Chapman, Esq. and were just comfortably housed at Mr. Payne's, his superintendent, when the "windows of heaven" were opened, and a young deluge poured down. We suffered, however, but little, for we found a profusion of crackers, cheese, and those anti-temperate articles 'yclept brandy and gin, to which we did ample justice, with appetites sharpened by the bracing air and exercise.

The shower over, we unhitched our horses, and re-travelled the road to its junction, with no assistance but its descending grade. Here the first symptoms of our miniature Vesuvius were visible, in the clouds of smoke which rolled down the Gap. Leaving the cars, we walked up the ravine, to the lower levels of the workings; here, although not surrounded by a flood of lava, we found the waters issuing from the driftway to be quite warm from the effects of the internal fire, and impregnated so strongly with alkaline substances as to be extremely nauseous to the taste.

We now prepared to ascend the west brow of the Broad Mountain, boot straps were unbuckled, stocks unbuckled, and coats taken off, and all preparations made "for the nonce." Beating above us for some hundred feet, and belching forth smoke and flame, arose the track of the vein, which we ascended on the crop. A little puffing and blowing brought us to the second level, where the disaster commenced during the extreme cold weather of last winter. A hanging grate placed at its mouth to equalize the temperature, communicated fire to the couplings of the gangway, and was the primary cause of the vast damage which has since accrued. Some hundred feet farther up the hill, a large space had caved in, and down the fissures between the upper and lower rocks, could be seen a yawning fiery gulf, where Vulcan and his Cyclops might revel in, and salamanders only exist. A sulphurous exhalation issued from it, which rendered approximation not quite so grateful as lavender water, or as cool as iced punch. About the jaws of this vast cave, were deposits of sulphur, and some alkaline substances, in great quantities. Large rents and fissures in the ground showed the extent of the raging internal heat, and many places appeared ready to fall in, and precipitate the incautious spectator into the chasm. Down the old air shafts, the current of air rushed with a rumbling earthquake sound, to feed with oxygen, the volcano beneath. Now and then, a crumbling mass of slate, or a detached portion of rock, would leave the bed where it had been recumbent since the world began, and with resistless force, plunge headlong into the smoky crater!

The vegetation on the summit and sides of the hill, showed the scathing effects of this unnatural heat: the tall pine drooped its giant arms, the hemlock bowed its head, as if parched by arid sufferings, the young oak and chestnut were clad in a premature "sear and yellow leaf," and here and there the mountain vines seem to cling more closely to their parent trees as if, like the children of Laocoon, they sought aid from the fiery breath, and

"—hissing jaws that sputter'd flame."

A dreary spot is now that once lovely mountain Gap! the elemental war has prostrated all its beauty of foliage, the voice of industry is hushed, the rustic cascade seems to leap less merrily than it was wont, and the once buoyant

air is heavy and oppressive with the murky vapors, that lower over the fair face of nature!

When, or in what manner the ravages will be stopped, is a matter of uncertainty, and equally so is it, whether human ingenuity can restrain them. In the mean time, the loss of time and material falls heavy on Mr. L. C. Dougherty, lessee, who has used every possible means within his power, to check the destruction. Attempts have been made to smother the flame, but it always breaks out in some new place with increased fury, and baffles its opponents.

Our curiosity satisfied, we descended the mountain, and betaking ourselves to the cars, ran down past Minersville again. The West Branch Road is in excellent order; the lower part of the iron track has for some time required no repairs of any importance, and the wheels now run over it as smoothly as if it were a parlour floor. There is no doubt of the inexpediency of wooden roads: the iron rails, if even they wear out from heavy business, are worth almost their first value for old metal, but when the wood becomes rotten and splintery, money must be paid to have it hauled off the track.

After night fall, we arrived at the hospitable mansion of R. C. Hill, Esq. superintendent of the Road, under whose directions the present delightful jaunt was arranged.—Once more under roof, the evening was spent in a delightful manner, and for a while like Burn's Tam O'Shanter:

"We thought na on the lang Scotch miles,
The mosses, waters, slaps and stiles,
That lie between us and our hame."

At length, however, parting time arrived: we bade "good night," and reached our domicils, some to recount the pleasures of the jaunt to their wives and families, and we, to give this hasty and limping description to our kind friends and readers.

Mobile Imports.

A person engaged in the Custom House gives the following comparative statement of the imports for the second quarters of the years 1838 and 1839:—

Imports from foreign ports, from the 1st of April	
to the 30th of June, 1839	\$131,879
Do. do. for same time 1838	69,248
Difference in favour of this year's quarter	62,630

The following memorandum, enclosed in a bottle, was picked up by an Indian a few miles north of Cape Florida, some time in April last. It was brought into Fort New Smyrna a few days since, by one of the party now encamped a few miles from the post, and given to the commanding officer:—

"Barque William, of Irvine, (Scotland,) Thomas Clark, commander, from Liverpool for New Orleans, January 19th, 1839, lat. 18° 54' N., lon. 78° 16' W. This bottle was hove overboard for the purpose of ascertaining the direction and velocity of the ocean current; and it is earnestly requested that those who may find it, will publish the same in the Nautical Magazine or Shipping Gazette.

THOMAS CLARK."

Naval.—By examining the Navy Register, it is found that there are now in the Navy one hundred and twenty-seven lieutenants, who have been twenty years and upwards in service, and that thirty of these entered the service twenty-seven years ago. There are also seventy-nine Passed Midshipmen, who have been in the service eleven years and upward, and are still waiting for promotion.—*Philadelphia Gazette.*

Longevity.—There are now living in this town fifty-seven persons whose united ages number almost as many years as have transpired since the world began! The ages of these fifty-seven individuals amount to an aggregate of 4804 years. The eldest is a female of 97—the youngest of whom there are five, are over four score each—average of the whole, upwards of 84 years—males 24, females 36.—*Nantucket Inquirer.*

Charge of Conspiracy.

The Commonwealth,

Thomas W. Dyott, Jacob Ridgway, et al. }

On the 2d of February, 1836, Dr. Thomas W. Dyott commenced banking operations in the city of Philadelphia as a private banker, calling his Institution "The Manual Labour Bank and Six per cent. Saving Fund." In the progress of his affairs he became embarrassed for want of funds, and Jacob Ridgway, Esq. loaned to him considerable sums. He was also the holder of a Bond and Judgment for \$500,000 given by Dyott to secure the note holders and depositors of the Bank. After a number of runs on the Manual Labour Bank, it finally stopped payment in August, 1838.

In June 1839, an affidavit was made, and the Mayor was applied to to bind over Mr. Ridgway and others, to answer to the criminal charge of a conspiracy to support an unlawful banking institution—to deceive and defraud the public, &c. After a protracted argument, and the lengthened examination of a number of witnesses, his Honour the Mayor directed that Mr. Ridgway and others should give bail to appear at the next term of the Court of Criminal Sessions, to answer to the several charges preferred against them.

Mr. Ridgway declined giving bail, and was taken in custody by the High Constable. The Court of Common Pleas, on application, granted a writ of *habeas corpus*, directed to the High Constable, and requiring him to produce the body of the defendant with the cause of his detention. On the return of this writ, the witnesses for the prosecution were examined, the subject was again argued, and finally after mature deliberation, the Court unanimously directed the discharge of the defendant, Mr. Ridgway.

We make these brief explanations as a mere introduction to the opinions of their Honours, the Judges.

From the Public Ledger.

COMMONWEALTH vs. JACOB RIDGWAY.

Court of Common Pleas.

Before Judges King, Randall, and Jones. Habeas Corpus.

The defendant had been bound over by the Mayor to answer the charge of a "conspiracy with Dr. Dyott to defraud the community," and refusing to give bail to the Mayor, was committed to the custody of Willis H. Blayne, one of the high constables, and immediately sued out this writ of *habeas corpus*. The testimony on the part of the commonwealth was produced, and the case fully argued on both sides by counsel, and on Saturday, August 3d, 1839, the defendant was discharged, the Judges giving their opinions *seriatim*, all coming to the conclusion that the defendant could not be held over to answer.

JUNES RANDALL, who presided on this trial, delivered his opinion as follows:

The writ of *habeas corpus* in this case, was directed to Willis H. Blayne, one of the high constables of the city of Philadelphia, who returned that he held the relator in custody by virtue of a commitment signed by the Mayor, charging him "with a conspiracy with Thomas W. Dyott to defraud the community," &c.

A preliminary exception was made by the counsel for the commonwealth, to the regularity or propriety of the writ in the first instance, which, if well founded, will prevent the necessity of any further examination of the cause, and place the relator in the situation he was in at the time the writ issued.

It is said that because the defendant was not actually in

prison, and he being able to give the security required, (his own recognizance only having been demanded by the Mayor,) his case was not within the letter or spirit of the *habeas corpus* act. It is admitted that, in cases where the committing magistrate has no authority to take bail, a *habeas corpus* may issue to the constable or other officer having the defendant in charge; but a distinction is endeavoured to be drawn between such a case and one in which the magistrate may take bail, and the party be able to procure it. I am unable to perceive any such distinction; on the contrary, I think the case both within the spirit and letter of the act.

The object of the *habeas corpus* act was to prevent any wrongful or illegal restraint of personal liberty; and whenever a person is deprived of the privilege of going when and where he pleases, he is restrained of his liberty, and has a right to inquire if that restraint be illegal and wrongful, whether it be a jailer, constable, or private individual. It is not necessary that the degradation of being incarcerated in a prison should be undergone to entitle any citizen who may consider himself unjustly charged with a breach of the law, to a hearing. The whole spirit of the law is in favour of liberty, and if the words were doubtful, it should be construed *liberally* in favour of that blessing. But the case is also within the strict letter of the law. The act declares—"If any person shall be or stand committed, or detained for any criminal or supposed criminal matter, unless for treason or felony," &c. he shall (in vacation) apply to a Judge, who is required to award and grant a writ of *habeas corpus*, to be "directed to the person or persons in whose custody the prisoner is detained;" and "the officer, sheriff, jailor, keeper, or other person whatsoever to whom the same shall be directed," is required to bring the prisoner before the Judge who awards the writ. This, and some other portions of our *habeas corpus* act, has been copied from the British statute of '31, case 2, ch. 2, under which it has been expressly decided that a constable is within that provision of it which imposes a penalty for refusing a copy of the commitment. (1 *Strange*, 126.) And in one of the cases cited in another part of this examination by the counsel for the commonwealth, on a charge similar to the present, (conspiracy) the *habeas corpus* was issued by the chief justice, and directed to a constable, who made the return.

This point being disposed of, it becomes necessary to consider what is the offence with which the relator is charged, and what is the evidence exhibited in its support.

At the commencement of the hearing, the counsel for the commonwealth stated five distinct and specific charges, or what, perhaps, may properly be termed counts; but, in conclusion, these were reduced to three, viz.

1. Conspiracy to establish an unlawful Bank.
2. Conspiracy to support an unlawful Bank with a false capital.

3. Conspiracy to support an unlawful Bank, with false capital, knowing the representation of capital to be false.

And each of these with a view to cheat and defraud the citizens of this commonwealth.

It appears to be conceded that the English doctrine of conspiracy is, in a great degree, in force in Pennsylvania, and that a conspiracy to cheat may be punished here by indictment, although in at least one of our sister states it has been held that no conspiracy to commit a civil injury can be punished criminally, unless the act, if done by an individual, would be the subject of an indictment. (4 *Halstead*, 293.)

To make the conspiracy an indictable offence, even in England, there must be either a *direct intention* that injury shall result from it, or the object must be to benefit the conspirators to the prejudice of the public or oppression of individuals. And as this is a class of cases in which direct and positive proof can seldom be obtained, resort must be had to the acts and declarations of the parties, to prove as well the combination as the motives of the parties entering into it.

In the present case, it is not alleged there is any *direct* proof of criminal combination; but for the purpose of establishing it, the commonwealth has given in evidence the testimony of the relator as given by him before the Insolvent Court, on the application of Thomas W. Dyott for the benefit of the Insolvent laws in February last, some other documen-

tary evidence, and has examined a number of witnesses, from all of which it appears that some time prior to the 9th of May, 1836, Thomas W. Dyott established a banking institution in the city of Philadelphia, by the name of the Manual Labour Bank, and on that day, (9th May) executed a bond and warrant of attorney to Stephen Simpson, Samuel S. Sneyd, Peter A. Calder, and John A. Rowe, in the penalty of \$500,000, stating that "he had already issued and was about to issue his certain promissory notes for various sums of money," and "had already received, and is also about to receive and hold in deposit, such sums of money as shall be left and deposited with him at his said Banking House." The condition of the bond was for the faithful payment and discharge of those notes and deposits, or in default thereof, execution to issue against his real estate. Judgment was entered on this bond in the District Court for the city and county of Philadelphia, on the 11th of May, 1836, and the warrant of attorney filed.

In April, 1837, a run was commenced on the Bank, by the note holders and depositors, which Doctor Dyott was unable to meet without assistance. He then applied to the relator (who had before that time occasionally discounted his notes or loaned him money) for aid. The relator agreed to advance money from time to time on receiving satisfactory security for its re-payment, and on the 6th of April, 1837, Dr. Dyott executed his bond and warrant of attorney in favour of the relator in the penalty of \$40,000, conditioned for the payment of such moneys as might be advanced to him, and as a further security, on the 7th of April, 1837, Dr. D. assigned to the relator an invoice of glassware, said to be in stores in Second above Arch street, and valued by Dr. D. at \$93,899 26. The run on the bank continued until the general suspension of specie payments in May, 1837. During that time the relator advanced about \$30,000. His whole advance during the year 1837 being in the neighbourhood of \$50,000.

On the 19th May, 1837, Messrs. Simpson, Sneyd, and others executed an assignment of the bond for \$500,000 to the relator, to hold the same "in trust for the uses and purposes" in the said bond mentioned; this assignment was entered on record on the 22d of May, 1837, and the judgment marked to the use of the relator. The existence of the bond as a security for the bank had been published in the newspapers, but without the names of the obligees or trustees. Soon after the assignment, the advertisement was altered by Dr. Dyott, inserting the name of "Jacob Ridgway, trustee and bond-holder."

Doctor Dyott was the owner of considerable real estate which he valued at \$200,000, though the relator never considered it worth one-third of that sum, and on one occasion told the Doctor that it would not bring \$50,000. What was in reality the value of it does not appear. He also possessed considerable personal property, but on the 1st of July, 1837, he assigned all his stock, (including the glassware which had been assigned as collateral security to the relator) to J. B. & C. W. Dyott, his son and nephew, for the nominal sum of \$150,000. When the transfer became known to the relator does not appear, further than as he states in his testimony. On ascertaining the fact, he required in lieu thereof additional security for his debt, and on the 1st February, 1838, he received the bond of T. W. Dyott and J. B. & C. W. Dyott for \$45,394 88, and on the 20th of May of the same year, another bond of the same parties for \$13,879 67. He continued his advances until September, 1838, in various sums, amounting in all during that year (including the purchase of the mortgages of \$5,000 each) to the sum of \$49,460.

After the assignment of the bond to the relator and the advertisement of his name as trustee and bond-holder, many of the witnesses who have been examined called on him to ascertain the value of the notes and the security of the depositors. He always stated his belief in their security, but generally stated that belief to be founded on the representations of Dr. Dyott, but on some occasions he appeared to speak without reference to the statements of Dr. D. These statements were made in 1837; in November of that year he said to one witness who called on him that he believed the real or personal estate of the Doctor was sufficient to pay his debts; and that in his opinion the notes of the Manual Labour Bank were

better than those of the Loan or Savings institutions. While conversing with this witness some persons came in and offered to sell real estate in Southwark and receive Manual Labour Bank notes in payment, but he declined the purchase. In the spring of 1838, when asked his opinion of the value of the notes, he referred to his own practice—he was then receiving the notes in payment due to himself.

In a conversation with Dr. D. in October, 1837, the relator told him that his (D's) credit had been so shaken that he (R.) doubted whether he could pay all the demands against him, and advised him to sell his property and pay what he could; this was denied by the Doctor, who continued to assert his ability to pay all he owed.

In his testimony before the Insolvent Court, the relator declared he had never been in the Banking House but once, and in the store of Dr. D. but eight times during the operations of the Bank:—a witness has been examined who swears that in the summer of 1838 he saw the relator on four different Sundays, early in the morning, at D.'s house; twice saw him coming out and twice saw him through the window sitting with his back towards the blinds which were down.

Another witness, who resides in the Northern Liberties, states that he frequently saw the relator in his carriage or gig in front of D.'s door, between May and September, 1838; saw him at least two or three times a week, always, however, remaining in the gig, and talking to Dr. D. This witness further stated that he was a depositor, and that when he commenced his deposits, he was informed by Mr. Simpson and Dr. D. that Mr. Ridgway was security for the Bank; in this latter part he is evidently mistaken, as his deposits commenced, as appears by his book, in November, 1836, the relator did not become trustee, nor was his name connected with the Bank, until May, 1837. On the 11th September, 1838, the bond for \$500,000 was re-assigned by the relator to the original obligees, (Simpson, Snyder et al.) and the judgment marked to their use; no other notice was given of this re-assignment at that time, but at a meeting of the creditors of the Bank in November of that year, the fact of the re-assignment was mentioned. That meeting was called for the purpose of devising means to enable the Bank to continue in operation; a committee was appointed to wait on the relator, and solicit from him a loan of \$30,000, but he declined making any further advances, and no other efforts appear to have been made by the committee.

I think this summary of the view of the evidence contains every fact in any way material either for the prosecution or defence, and on this the counsel for the Commonwealth insist that the relator be bound over to answer one or all of the specifications or counts before mentioned and they urge that there is at least probable cause to put him on his trial; that a binding over can do no harm; if he is not guilty he will be acquitted by jury, and his character triumphantly vindicated.

It is true that a binding over by a committing magistrate or by a judge after a hearing on habeas corpus, *ought not* to prejudice a defendant on his trial before a jury, inasmuch as the testimony is almost always and has been in this case *entirely ex-parte*, no evidence having been admitted on the part of the defendant, and if the evidence is such as to satisfy a magistrate or judge that there is probable cause to believe that the defendant has been guilty of a breach of the criminal laws of the country, it is his duty to bind him over for trial by a jury where his defence will be heard and his guilt or innocence determined. But after a full examination of the testimony for the Commonwealth, he is satisfied *either that the laws have not been infringed, or that the defendant was not a party to such infraction*, it is equally his duty to discharge the accused from arrest.

The first charge or specification has been but slightly insisted on, and properly so: there is no part of the evidence which connects the relator with the establishment of this Bank; on the contrary, it is proved to have been in existence before he had any connexion with Dyott, and again the conspiracy (if any) was merged in the consummation of the act, the establishment of the Bank.

But it is said if the proof is that the Bank was established and the conspiracy merged, it is our duty to bind over the relator for the offence of establishing an unlawful Bank; this,

however, is not the mode of punishing such an offence; the Bank, if unlawful, is made so by the act of 22d March, 1817, and the penalty is a fine recoverable as *debts* of a like amount are by law recoverable, that is by action and not by indictment:—the 13th sect. of the act of 21st March, 1806, provides that “in all cases where a remedy is provided or any thing or things directed to be done by any act of Assembly, the directions of the act shall be strictly pursued and no penalty shall be inflicted nor any thing done agreeably to the common law further than is necessary for carrying such act or acts into effect.” This then is a case precisely within the words of the statute; a remedy is provided, the punishment is fixed and the mode of enforcing it pointed out—if the remedy by indictment should also be permitted, the party would be subject to two penalties for one offence, which can never for one moment be tolerated.

The remaining charges or specifications may properly be considered together—in support of them, the Commonwealth urges,

1st. The acceptance of the assignment and making re-assignment of the Bond for \$500,000.

2d. The frequent interviews between the relator and Dyott.

3d. The representations uniformly made of the solvency of the bank; and

4th. The relator's representations of the solvency after he knew of the fraudulent transfer of the goods assigned to him as a security.

Without stopping now to inquire into the legal effect of the assignment, or how far a Trustee *can* divest himself of a trust except in the mode pointed out by law, let us inquire what possible benefit could result to the relator, or injury to the creditors of Dr. Dyott, by the assignment or re-assignment of the bond: the judgment had been entered and was a lien on the real estate of Dyott before it came into the hands of the relator; the objects or trusts of the bond were on record and could not be changed; the assignment, whether legal or illegal, did not change nor lessen the rights or interests of the creditors, or in any way increase the security of the assignee; the assignment and delivery by him was in effect nothing more than if the bond had been deposited in the vault of a bank or other place of security until called for by the parties interested. But it has been argued as though the re-assignment of the bond was a surrender to Dr. Dyott of the rights of the creditors, and that at all events public notice should have been given to put creditors on their guard. If satisfaction had been entered on the record or any part of the real estate of Dr. Dyott had been released from the lien of the judgment, then, indeed, the creditors might have had ample cause to complain; but such is not the case: the judgment is as much in force and is in reality as great a security *now* as it was the first moment it came into the hands of the relator, the only difference being that the names of other persons must be used to enforce it, and should they be unwilling to act, ample power is placed in the hands of the creditors to have active and willing trustees substituted.

As to the frequent interviews with Doctor Dyott, the only circumstances that could make these at all material, is the statement of the relator that he had been but seldom at Dyott's house; but that statement was made long after the bank had exploded, when Dr. Dyott was under examination before the Insolvent Court, and when the declaration, if untrue, could have no possible effect either in benefiting him or injuring others. But supposing it not to be correct, his visits, according to the testimony of Mr. Gillespie, were in open day; he always remained in his gig or carriage in the street, and sometimes for a considerable space of time; there was no concealment or secrecy in them such as to induce a supposition that a corrupt bargain or conspiracy was being concocted; and, as to the visits of Dyott to the relator, of which so much has been said, they are explained at once by a reference to the account between the parties, from which it will be seen that during the pressure of April and May, 1837, the advances of money by the relator were almost daily, and sometimes twice on the same day.

The representations of the solvency of Dyott to the various persons who have been examined, remain to be considered; that he uniformly stated his belief of the ability of Dr. Dyott

to pay his debts and redeem all his engagements, until the re-assignment of the bond, is undoubted, and whether these representations are to make him liable to a criminal prosecution or not, must depend on the motives with which they were made; these are to be ascertained from a view of the whole evidence. It must be recollected that this is not an inquiry whether the relator has or has not by his acts made himself liable to the creditors of the bank for the amount of their debts, that is a question with which we have nothing to do here; the only question for us to determine being, *is there cause to put him on trial as a criminal?* It will be recollected that, with few exceptions, his statements were made to persons who called on him at his own house for information, and in almost every instance he informed the parties inquiring that his information was founded on the representations of Dr. Dyott; the cases of exception are his recommendation of the notes to Mr. Dowell, in the market, and his advice to Mr. Bean; but these were made at a time when the notes were generally in circulation, when he was advancing his own money to Dyott in support of his representations, and which he continued to do for more than a year after making these representations.

If these representations are to make him liable to a criminal prosecution, then would some of the witnesses for the Commonwealth be in great danger if other creditors should think proper to prosecute them for a conspiracy. It is hardly probable that the respectable witnesses whom Dr. Dyott visited at his house, and who, when he saw one of the notes doubted in the market, offered to give silver for it, supposed he was risking more than the loss of his money, the amount of the note offered.

But it is said that Dr. Dyott having embezzled the goods pledged to him as a collateral security, the relator must have been aware of his dishonesty, and that he still continued his recommendation. The evidence is, that as soon as he discovered the removal of the goods, he demanded additional security on the bond of J. B. & C. W. Dyott, dated 1st February, 1839; and we find that after that period he advanced to Dr. Dyott upwards of \$49,000; the inference is therefore irresistible, that the cause of removal was satisfactorily explained.

Is there, then, in all this evidence, any thing tending to prove that the relator, in making these representations, intended that injury should result from them to the persons to whom they were made? or that he was in any way benefited by them? I think not; that he truly believed what he said, is, I think, undoubted, from the fact that he continued to advance his own money to the last, and that he is now a loser of upwards of \$50,000, by his credulity.

But were the representations of the solvency of the bank untrue? It is a fact on which we cannot shut our eyes, although not given in evidence on this hearing, that on the application of Dr. Dyott for the benefit of the insolvent laws, he was opposed on the ground that he had colluded with various of his relatives to conceal property of greater value than all the debts he owed; that such was the testimony against him, we felt ourselves compelled to bind him over for trial for this concealment, and it is of public notoriety that he has been convicted; if then this conviction is correct, and we presume it to be so, Dr. Dyott was perfectly solvent and able to pay all his debts when these representations were made.

I have examined with care all the cases cited by the counsel for the Commonwealth, and many others, and I have been unable to find a single authority that would justify us in holding the relator to answer this charge on the evidence that has been exhibited to us. The cases cited have for the most part been civil actions to recover damages sustained by the plaintiff, by the false and fraudulent representations of credit, by a defendant—many of them of a most flagrant kind—but no intimation is given in any of them of the propriety or possibility of a criminal prosecution for such an offence. Indeed, until the case of Parley et al. vs. Freeman, (3 Jones' Rep. 51,) it was doubted whether a *civil* action would lie, even when the false affirmation of credit was made *with intent* to cheat the plaintiff.

I have before said that with the civil liability of the relator we have nothing to do, if he has by his representations made

himself liable to the creditors of Dr. Dyott for the amount of their claims; that is a question referable to another tribunal, and to be determined in another form, and on which we are not required, nor do we desire, to express an opinion.

At the outset of this cause, I adjourned the hearing for the purpose of enabling me to invite the aid and assistance of my brethren of the bench on the examination—this was promptly and kindly rendered, although at great personal inconvenience to themselves.

We have since been separated and have separately considered the evidence exhibited in support of the prosecution; within a few hours I have received from each of them a written opinion (which I will presently proceed to read) containing the conclusion at which they have arrived—they both concur with me in the opinion that no criminal conspiracy has been proved, and that the relator must be *discharged*.

It may be proper to state that the testimony before the Court was different from that before the Mayor—several witnesses, and among them one said to be the most important for the Commonwealth, who were examined there, were not examined in court; what effect their testimony would have had it is impossible to tell. Should the counsel for the Commonwealth think they can present a different case at a future day, it is gratifying to know that this decision does not preclude them from sending a bill to the Grand Jury whenever they may think proper so to do.

OPINION OF JUDGE KING.

The Mayor of Philadelphia, after a full and elaborate examination and consideration of the testimony adduced by the prosecution, came to the conclusion that sufficient probable cause had been exhibited to him to require the defendant to enter into recognizance for his appearance at the Court of Criminal Sessions, to answer the charge of conspiring with Thomas W. Dyott to defraud the community. In arriving at this result, I presume that he considered the prosecution to have failed in all the various other charges supposed to grow out of the testimony, and to rest on the broad foundation of a criminal combination between the parties to cheat and defraud through the device of an unlawful Bank, with a pretended and fictitious capital. Such at least are the views I take of the case, and unless the testimony is adequate for this purpose, it is without efficacy as to proof of any other criminal liability. Viewing the commitment of the Mayor as substantially, though perhaps not formally, the only one which the evidence before him indicated, it remains for us to consider whether, *according to the evidence exhibited to us*, we are required to concur in, or dissent from, his views, as expressed in his commitment. If our conclusions should be at issue with his, it is due to this respectable officer to observe, that we are without the testimony of the chief witness, on which it is probable his adjudication mainly rested. I allude to the testimony of Stephen Simpson, who, when required to testify before us, declined doing so on grounds, the correctness of which we felt bound, by the constitution and laws of the Commonwealth, to recognise. The subject before us is, therefore, rather the examination of a new case, than the revision of a former decision.

The first element in the correct determination of any proposition submitted to the understanding, is exactness in the appreciation of the thing to be determined upon. It is to the want of clearness in this particular that much misunderstanding as to this case is to be attributed. I have said that the testimony either sufficiently establishes a conspiracy to defraud the public, through the instrumentality of an unlawful Bank, with a fictitious or exaggerated capital; or that it altogether fails in fixing any criminal liability on the defendant. In this view of the matter, what then is the subject submitted to us? It is simply and plainly, whether the prosecution has, *independently of the testimony of Stephen Simpson*, shown to us sufficient probable cause to satisfy us judicially that Jacob Ridgway has fraudulently and corruptly combined and confederated with Thomas W. Dyott to cheat and defraud the citizens, through the instrumentality of the Manual Labour Bank. It is not a question whether *Thomas W. Dyott* has individually been guilty of fraudulent practices, or even whether such an imputation can be fairly

charged on Jacob Ridgway; but whether, *according to the evidence adduced before us*, these parties have, by preconcert and pre-arrangement, united in a formed design to cheat the public. The vital principle of this charge is the fraudulent and corrupt combination the Commonwealth must prove, either by direct evidence, or through the exhibition of such circumstances as necessarily tend to its establishment.

The crime of criminal conspiracy to cheat and defraud, is a grave one, and may, if established, be punished to the extent of seven years in the solitude of a penal cell. Such a crime is, therefore, not to be charged to any man from vague circumstances, strained presumptions, or jealous surmises. Any citizen, be he humble or lofty, who has lived a life of unsuspected integrity in the community, has the fair right to require of an examining tribunal, that before he is to be arraigned as a felon at the bar of criminal justice, reasonable preliminary proof of his guilt should be adduced. A mere binding over to answer for a crime, is a thing very flippantly talked of even by professional men; but common sense and observation show, that such a result never fails where the charge is infamous, in inflicting an injury on the feelings and fame, which is rarely, if ever healed. Every dictate of reason, and every impulse of humanity, render these principles indisputable. It is also just as true that in every criminal investigation the testimony should apply to the offence charged. Whatever other moral delinquencies or legal liabilities it may tend to prove different from the offence charged, they can only be considered so far as they may tend to establish such offence. This principle is of the last degree of importance to the safety of every citizen. Without it, liberty would be a baseless shadow, and public justice a wicked mockery. It may be true that Jacob Ridgway has been guilty of such a breach of trust in reference to the manner in which his duties under the trust bond have been executed, as to render him responsible to the extent of the sum which that instrument purports to secure. It may be that, independently of his fiduciary character, he has rendered himself personally liable to some or all of the creditors of the Manual Labour Bank, in consequence of misrepresenting the pecuniary means of its founder and the solvency of his Bank. It may be that he has subjected himself to penalties under the laws of the Commonwealth, for the restraint and punishment of unlawful banking. For all these, and any other imputations urged against him, he may be called to answer in due course of law. But the matter in hand is none of these, and upon them I give no opinion. It is whether Jacob Ridgway shall or shall not be bound over by us to a criminal court, to answer for an infamous offence, for which, if convicted, he must undergo the punishment of the robber and the felon. From this result, the creditors of the Manual Labour Bank could *legitimately* derive no personal or pecuniary benefit. Nor would Jacob Ridgway satisfy one cent of any legal liability he may be under to any creditor of this Bank, if he was detained in penal confinement under the action of this prosecution, until he gasped in a dungeon his latest breath. He who reflects on these things with the dispassionate calmness which ought always to pertain to him who assumes to pass judgment on the actions of his fellow men, will readily see the necessity of keeping in such an inquiry things separate, which are in themselves distinct; and will as readily appreciate the monstrous injustice of holding a party guilty of an infamous crime, who may have incurred, even under censurable circumstances, a mere civil liability.

A breach of duty as a Trustee, and deliberate crime—misrepresentations as to another man's pecuniary means, and conspiracy with him to defraud the community—are different things; and even if the testimony should, before the appropriate tribunals, be deemed sufficient to prove such a breach of trust, or such misrepresentations, it by no means follows that the same testimony establishes criminal conspiracy. The sole question, however, before us, is the sufficiency of testimony for the latter purpose, and to that, our opinion is to be understood as applying.

Having a due regard to these principles, I have carefully weighed and considered all the testimony exhibited to us. In some detached parts of it I find circumstances of an

equivocal character; but, in the aggregate, I see nothing to satisfy my judgment that Jacob Ridgway has ever entered into a conspiracy with Thomas W. Dyott, to defraud the community, or to effect, by criminal combination, any other object. Such being the conclusion to which my mind has arrived, after an anxious consideration of the whole case, I should be recreant to my duty if I hesitated to say so. I do not assume this judgment to be infallible; but being my judgment, a sense of duty, of higher obligation than any human consideration, imperatively demands that I should unhesitatingly pronounce it.

I rejoice, however, that our judgment is not conclusive of the subject. *The sole effect of this decision is, that in the present state of the evidence we see no sufficient cause to hold the defendant to bail.* It is still competent for the proper public officer, particularly in a different state of the evidence, to submit the case to the Grand Jury. That respectable body are entirely independent of us; they can form their own views of the prosecutor's case, and may, if their judgment so indicates, place the defendant on his trial: we at present do not see adequate cause to induce as either to restrain him of his liberty, or compel him to give bail to answer. *He is discharged.*

OPINION OF JUDGE JONES.

On an examination of the evidence and the law applicable to the case of Jacob Ridgway, I can arrive at but one conclusion.

The law of conspiracy I find involved in great confusion. Interpreted by some English writers, it seems to create a mysterious crime, which a tribunal before whom a citizen is accused, when two or more persons are implicated, may mould out of actions otherwise the most innocent. This interpretation I consider as totally inadmissible on any authority short of the most direct and positive. I do not see how a Judge representing a free people, could without their express authority recognise a vague offence, which might be stretched by a bold interpreter into monstrous tyranny. The doctrine may suit the latitude of England, but is not congenial here. Happily these writers are not fully supported by the cases they cite, and are contradicted by equally good authorities. Amid such contradiction, it is difficult to define with accuracy the law; but taking those principles which are best supported, and that interpretation which is most accordant with our position as Judges administering the laws of a people jealous of their liberties, I do not think that we can make the crime of conspiracy out of the evidence before us. Bound as we ourselves are, bound as the subordinate magistrates of the city and county are, by our decisions, to decide that the facts proved before us make a criminal conspiracy, would be a most dangerous precedent. We act on general principles, irrespective of persons—we hold out the shield of the law for the protection of all alike—with us no man is rich who has done wrong, no man is poor who is innocent, and we ought to guard well lest a decision which to-day concerns a wealthy citizen, who has means to procure bail and defend himself before a jury, should to-morrow rise up with fearful effect against the poor and friendless and unprotected.

Viewing the case thus, our duty is clear. It would undoubtedly be gratifying to some of the weaknesses of human nature to refer this case to a jury, and thus throw off ourselves the responsibility of a decision. But we cannot do so without violating our duties and our oaths, and it would be only postponing responsibility. When a case is on trial it is our function to define the law, and if the facts proved do not amount to the crime, we must so instruct the jury, and direct an acquittal; if they disregard our direction we must grant a new trial. Exactly as the responsibility would then be upon us is it upon us now. To send this case to a jury, even if we could legitimately do so, would be useless and void. But the defendant, as an American citizen, has his rights, has a positive right to a discharge, if we are of opinion, as I am, that the facts alleged against him, even suppose them proved, do not amount to a conspiracy.

Of the civil liability of the defendant I need not now speak. On the criminal charge I do not think he can be held to answer. I am therefore of opinion that he must be discharged.

Counsel for the prosecution, W. L. Hirst and James Campbell, Esquires—for Mr. Ridgway, W. M. Meredith, Henry J. Williams, and Josiah Randall, Esquires.

From the National Gazetteer.

CAUSE AND CURE OF HARD TIMES.

While we continue to have intercourse with the nations of Europe, the prices of articles in common use in the two countries will generally be alike in both; the difference amounting to little more than the charges incident to transportation. The effect of steam navigation will be to make the prices more nearly approximate. To illustrate the proposition take flour for example. The quantity of this article for exportation from this country probably never exceeds 3 or 4 per cent. of the quantity consumed here, but if the price in England would warrant \$8 per barrel, to be given for it in this market, that would be the price to be paid by the consumer at home of the 96 or 97 per cent.

So while we continue to have the precious metals, as they are called, for the common bases of circulation in the two countries, we shall constantly be liable to variations, checks, and counter currents, in all our business transactions. For although these metals do not probably form the one-hundredth of one per cent. of our circulating medium, yet that whole medium, being based upon the metals, is, like flour, affected at once by every change of their price abroad. And in this way all our domestic arrangements are thwarted by the foreign transactions, although these may not bear a greater proportion to the domestic transactions, than the exported flour does to that consumed at home. Let exchange be in demand so far as to raise its price only one per cent. beyond the value of the metals, and you immediately have all the banks in a panic, lest they should be drained of their specie; they immediately curtail their discounts, and the whole business of the country is thrown into confusion—and all this when the whole amount of specie required to make up the deficiency of exchange might be exported and not be missed by the community in their transactions, were it not for the timidity and perhaps proper caution of the banks, who are looking out for their own safety.

It appears to me that the quantity of the metals is now so small in proportion to the demands of the world, and to the prices of articles established under a mixed paper and specie circulation, that it is no longer safe to use them as the foundation of a national currency, because such an institution as the Bank of England, or even a "specie circular" issued by our own President can at any time throw into confusion the whole business of the world.

We should have a national basis of circulation, with which our intercourse with other nations could not interfere, and we would then cease to be subject to the eternal fluctuations which now baffle all the foresight of the most prudent and cautious.

I would suggest for the foundation of our national currency our national domain. Let this be specifically pledged for the redemption of an issue of Treasury notes, not bearing interest, which shall be made a legal tender in common with gold and silver, and of course receivable for the public lands, customs, and all debts between government and individuals. Then let all the banks pay their notes in these Treasury notes or specie at their option, and prohibit their issuing notes of a smaller denomination than ten dollars, which would force a sufficient amount of metal for change into the circulation, from which it could not be extracted suddenly by calls from abroad.

Under this arrangement our internal transactions could never be harassed by the course of foreign exchanges—our domestic exchange would be perfect, Treasury notes being at par everywhere; our importations would be more regular and would more nearly correspond with our exports; specie would be imported like any other merchandise, and be exported without regret or alarm; our manufactures would find a steady market; and our circulation would have a tangible basis, INFINITELY SAFER than the promises, which we now

have, to pay in a *medium which is well known not to exist* to the amount of one-tenth of the promises.

It is idle to suppose we have not capital sufficient in this country for all our purposes while we have 900,000,000 of acres of first rate unimproved land in addition to all our improved property and the products of our soil and labour. We want only something portable to *represent* that capital, *which can be divided into portions* suited to our transactions. A man cannot buy a loaf of bread with a house worth fifty thousand dollars, because the baker has not the means of giving him change, and yet this man might as well be said to want capital because he did not happen to have the small money change, the price of the loaf.

Our whole difficulty, in my view, arises from our foreign exchanges requiring the abstraction of the basis of our circulation, *which basis is in fact more ideal and nominal than real*. The creation of Banks upon the present system will only be productive of harm instead of good, as the *basis* cannot thereby be enlarged. The result will be the extension of paper promises without any thing real to represent them, and an increasingly pressing recall of them upon every foreign demand for specie, in consequence of the increased number of competitors necessarily diminishing the amount of specie which *each* is able to procure. The loans which are obtained from abroad also in the end increase our difficulties. If they are imported in specie from England, they at once create a demand in England which reacts upon us. If they are *drawn for*, they generally go to pay for an increased importation *incited by the loan*, which causes the stagnation of our manufactures, and the interest on these loans increases the balance against us demandable in specie. If specie were not the basis of our circulation, only those of us who are indebted abroad would feel any inconvenience from this circumstance, but *now* every man in the community who wishes to change his property by sale or purchase, is at once brought to a stand in his operations, because the Banks must hold on to their notes lest a demand should be made on them for the pitance of metal they have in their possession. The consequence is a panic—the fall in value of all kinds of property, except specie, by which many men entirely out of business, and considering themselves comfortable for life, may find their competence at once swept away without any agency of their own, and in spite of their utmost prudence and caution.

All this evil may be avoided by the plan some time since proposed of issuing to the several states an amount of Treasury notes to pay for their improvements, to be distributed after the manner of the surplus revenue, and on the plan now proposed, making them a legal tender and the basis of our circulation. They would thus speedily find their way into the Banks and release the obnoxious metals to serve the almost only use to which they are now applied, the settlement of the balance of our foreign transactions.

We have tried the specie experiment long enough. Let us now try the experiment of a currency founded upon *real estate*, which must become more valuable, and increase our security every day by the very improvements for which itself furnishes the means; a currency not liable to contraction upon the arrival of every steam ship, and under which, a man retired from business may feel secure, that the objects in which he has invested his hard earnings judiciously, will retain something like their original value.

PUBLIC LANDS.

The United States ship *Levant* and *Vandalia* arrived at Pensacola on the 3d inst. The latter ship has been on a cruise along the coasts of Texas and Louisiana, for the suppression of the slave trade. Finding the soundings on this coast to be inaccurately laid down, Captain Levy has made a careful examination of the soundings which would be of immense benefit to vessels trading to Galveston and the other ports of Texas. The frigate *Macedonian* and ships *Ontario*, *Erie*, and *Warren*, were also at Pensacola.

FOREIGN EMIGRANTS.

Several communications, &c. have appeared in the *New York Journal of Commerce*, respecting the number of Germans in the United States, which is believed by a "German" to amount to five or six millions; and he also asserts that more than one half of that number have arrived within the last ten years. The following are extracts from a late editorial article of the *Journal*:

"It is not known to us that there is any general return for the whole country, of the number of passengers arriving from abroad, though it is clear there ought to be. The Annual Statement of the navigation and commerce of the United States does not furnish the desired information, and we know of no document which does. We have, however, succeeded in making up a complete statement of the number of passengers who have arrived at *this port* from foreign countries in each of the last twenty years. It is here subjoined:

Years.	Passengers.
1819	9,442
1820	4,430
1821	4,452
1822	4,811
1823	4,999
1824	5,452
1825	8,779
1826	9,764
1827	22,000
1828	19,023
<hr/>	
95,152, first 10 years.	
1829	16,064
1830	30,224
1831	31,739
1832	48,589
1833	41,752
1834	48,110
1835	35,303
1836	60,441
1837	54,975
1838	25,681
<hr/>	
392,878, second 10 years.	

In 20 years, - - 486,030 passengers.

Hence it appears that the whole number of passengers, of all nations, who have arrived at this port in the last ten years, is only 392,878; and only 486,030 in the last twenty years. Whether Americans, returning from foreign countries, are included in these returns or not, we are unable to say. For the present we will concede the whole number to be foreigners. Neither will we make any deduction on account of those who have come here merely as factors, agents, or visitors,—or on account of the large number who have returned to the countries of their birth, either to remain, or to bring over their families. In the latter case they have been counted twice; in the former, they have ceased to make a part of our population, and so, for our present purpose, should not be counted at all. But we waive all these considerations, and proceed upon the supposition that the whole number were foreigners, and that they have all remained among us to this day, except as they may have been removed by death.

It is a large allowance to concede to all the other sea-ports an aggregate of passengers from foreign countries, equal to the number who arrive at the port of New York. A good many arrive at New Orleans—possibly half as many as here—the other half are distributed between Baltimore, Philadelphia, Boston, Charleston, Mobile, &c. In point of numbers, Baltimore undoubtedly stands next to New Orleans. The following statement shows the number of passengers who have arrived at Baltimore from 1st of May to 1st of November, (embracing the principal period for passengers,) in each of the last twelve years:

Years.	Foreign.	Citizens.	Total.
1827	1,477	318	1,795
1828	1,741	510	2,251
1829	2,074	470	2,544
1830	4,084	519	4,603
1831	4,381	661	5,042
1832	11,414	532	11,946
1833	8,339	344	8,683
1834	7,463	494	7,957
1835	3,843	342	4,158
1836	5,268	334	5,602
1837	5,941	634	6,575
1838	4,909	598	5,507
12 years,	60,934	5,756	66,690

Average of foreign passengers per year for the last twelve years, 5,079. Do. for the last ten years, 5,772. If the whole year were included, it might swell the annual number to 7,000. The average annual number at New York during the same period, as has been seen above, is less than 40,000. Add 20,000 for New Orleans, and 13,000 for other ports, and we have a total per annum for the last ten years, of 80,000; making in the whole period, 800,000. This we believe to be the full number of passengers who have arrived in this country by sea during the last ten years.* If we go back 20 years, (reckoning the number at New York one half of the whole,) we are still short of a million.

Of these we calculate that about one half were Irish. About one-third may have been Germans. At the outside, *NOT HALF A MILLION Germans have arrived in this country within the last twenty years.* Within the last ten years, not 400,000 have arrived.† In other words, not 40,000 a year, on an average. In the mean time, the natural increase of our population speaking the English language, has been about 400,000 a year on an average. "At this rate," (as the New York Observer remarks,) "it will take some time for the German people and language to overtake the English in North America."

The whole number of aliens, i. e. foreigners not naturalized in the United States, in 1830, as ascertained by the census then taken, was 107,832. This included Germans, Irishmen, and all other foreigners not naturalized.

Of 22,240 emigrants from foreign countries who arrived in the United States in 1817, only 4,169 were from Germany and Holland. This 22,240 was the whole number, of all nations, who arrived in that year, at this and all other ports of the Union, and the number was supposed to be greater than in any previous year."

REMARKS ON THE PRECEDING.

An annual report is made to Congress by the Secretary of State, of the passengers which arrive in the United States during each year, and exhibits the district in which they arrive—sex—age—occupation—and place of birth—and embraces citizens of the United States as well as others. Having the reports at hand for the years 1835, 1836, 1837 and 1838, we furnish the following tables. It will be seen that in those four years the whole number of passengers arrived is 256,755—of which 100,339 were Germans—and that the largest portion arrived at New York and Baltimore, and but a small number at Philadelphia and New Orleans.—[Ed. Reg.

Passengers arrived in the United States.

1835	48,764
1836	80,952
1837	81,853
1838	45,186
Total,	256,755

Passengers "born in Germany" arrived in

Year.	Males.	Females.	Total.
1835	5,088	2,771	7,859
1836	38,320	21,511	59,831
1837	14,062	7,313	21,375
1838	7,020	4,254	11,274
	64,490	35,849	100,339

Of the passengers "born in Germany" there arrived in

Year.	N. York.	Baltimore.	Phila.	N. Orleans.
1835	4,499	2,303	34	—
1836	13,572	5,700	23	—
1837	14,986	5,877	238	—
1838	4,959	4,857	120	1,226
Total,	39,016	18,737	415	1,226

The German passengers therefore formed about 39 per cent. of the whole number of emigrants and others, who arrived in these years. We have had no opportunity of comparing them with former years and cannot therefore judge, in which years the arrivals were most numerous. At some future time we may present a view of the whole number for a longer period. The following statement of the arrivals in Quebec from 1819 to 1833, was published a few years ago, and is interesting now; as the greater portion of them immediately find their way into the United States.

"In order to afford our readers an idea of the commercial importance of the Canadas, and of the causes which lead to the growth of their population, we insert below a comparative statement of arrivals, tonnage, and emigrants, at the port of Quebec, since 1818, taken from the Exchange books:

Year.	Vessels.	Tonnage.	Emigrants.
1819	631	155,518	12,907
1820	576	148,195	11,239
1821	418	100,646	8,050
1822	586	146,188	10,468
1823	542	131,862	10,258
1824	603	148,581	6,515
1825	762	191,614	9,097
1826	694	178,792	10,731
1827	600	152,764	16,862
1828	701	183,255	11,697
1829	861	234,311	13,357
1830	855	225,138	24,391
1831	1009	259,878	49,250
1832	961	248,038	51,422
1833	1007	271,147	22,062

CASE AND OPINION

Of the District Attorney of South Florida, upon the right of a party to secure the duties upon his merchandise at his home port, when the vessel is lost upon the Florida reefs.

CASE.

The American ship Tennessee, on her late voyage from Bordeaux to New Orleans, on the 16th of April last, ran upon the Florida reefs, and was brought into the port of Key West by the wreckers, and condemned and sold as unworthy of repair, and broken up. The cargo of wines, cordial, and brandy were saved, and, with the ship, labelled for salvage, and all sold to pay the same, *except* an invoice of 18,420 gallons brandy. This remains in the public store with the duties thereon unpaid, *but there is no other charge thereon*, and the ship Tennessee cannot, of course, take it on to New Orleans. On this account, the Collector of Key West says the duties on the brandy must be paid or secured at this port, before he can deliver it to the owner, *who resides at New Orleans*. The owner contends, that he has the right to secure the duties at New Orleans, and to obtain a certificate of that fact from the Collector there, upon which the Collector here is bound to deliver him his brandy.

* Many others have entered the country from Canada, but they are nearly all from Great Britain or the Emerald Isle.

† Our own opinion is, that the number is not above 300,000. But we choose to make a liberal allowance.

OPINION.

The Collector of Key West, I suppose, relies upon the general collection Act of 1799, sec. 60, which says, that vessels arriving in distress in the United States, at the ports to which they are not bound, may be unloaded *free of duty*, and repair, and take on to the ports of destination their cargoes. Under this section of the act, it is necessary that the merchandise proceed in the *same vessel*. But suppose that is impossible, as in the case of the *Tennessee*, cannot the merchandise go on in *another vessel*, or be restored to the owner in any case, *unless he pays or secures the duties at Key West*? It could not be done before the act of 1828, but, in my opinion, it can now be done under that act.

In the organization of the Court at Key West, the act of May 23, 1828, contained various provisions upon wrecking, payment of salvage, and securing of duties at the port of the United States, where the owner resided. It required the Judge to reside at Key West—"the only place of any considerable commerce in the large collection district from St. Augustine to St. Marks, and that commerce growing out of the wrecking business—all wrecking vessels were to be licensed by him, and no vessel was to employ any person who had bargained with a vessel in distress on the reef—all goods obtained on the reefs were to be brought to some port of entry in the United States, and as Key West is the only port for hundreds of miles contiguous to the reefs, the same would be, and, of course, are always brought into this port for adjudication and salvage. The 3d section enacts that the Judge *shall*, when it can be done, decree payment of salvage *in kind*, without sale, and that the property saved shall be divided before it is taken out of the custody of the revenue officer. This section evidently embraces property saved, *which is subject to duties*, for if it be our own produce, it goes not into the custody of the revenue officers. The act then says, that upon the property *remaining*, after the payment in kind, *the duties* may be secured in any port in the United States where the owner resides. It appears to me that the owner can do this, even if the salvage were paid in cash or by sale, for it would come within the spirit and intention of the act.

Before Congress passed this act, there was no Court at Key West. By a Territorial law, a Notary and Jury, sometimes, perhaps, under the influence of the wrecking interest, or arbitrators, awarded large salvages, and sales were made, and sacrifices followed on account of the paucity of purchasers. The whole coast was then uninhabited, as it is now, with the exception of two little islands and Key West. Complaints were made that captains acted in bad faith, were sometimes corrupted, and sometimes taken advantage of. If the duties were to be secured *here*, there were but few to be sureties, and they must be paid a commission, and have collateral security from strangers. To limit the power of the Judge, to prevent sales by the master, and to enable the owner to secure the duties in the home port, at any time within nine months, Congress passed the Act of May 23d, 1828. It settled three principles.

It first enacts that the Judge *shall*, where it can be done, decree payment of salvage in kind. "It *shall be his duty*, unless the salvage decree shall have been adjusted, *without recourse to vessel and cargo*, to direct such proportion of salvage to be paid to the salvors in kind."

Secondly, that the salvors shall pay the duties, if any, on the part allotted to them. "It shall be divided accordingly under the inspection of the officers of the court, before it shall have been taken out of the custody of the revenue officers."

The act provides, that if the cargo be incapable of division, or of a perishable nature, a sale shall be made. As the part allotted for salvage remains in the custody of the Collector, the salvors must, of course, pay duties before they can obtain it.

Thirdly, that the owner may secure the duties, if any, at any port in the United States where he resides. On this point the 5th section is very explicit.

"Sec. 5. And be it further enacted, That the property remaining, after separating the portion adjudged to the salvors, shall not be removed from such store as may be used

for public purposes, nor disposed of in any other way, for nine months, unless by the order of the owners, or their authorized agents; and that the duties accruing upon such property may be secured at any port in the United States, where the owners may reside."

Were the *Tennessee* repaired, this part of the act would be unnecessary. It would not apply to the case. The act of 1799 would apply. I have no doubt that it was the intention of Congress to permit the owner of cargo, after the loss of his vessel, or any vessel on the Florida Keys, in which he had made his shipments, to secure the duties upon the cargo remaining after satisfaction of salvage *in any way*, in the place of his home and his friends, and thereupon to receive it at Key West from the custody of the revenue officers. My opinion is, that the owner of this brandy can bond it at New Orleans, and upon that fact duly certified to the Collector at Key West, the brandy must be restored to him.

The Collector of Key West is of a different opinion, and the Solicitor of the Treasury is written to for his decision.

CHARLES WALKER, Att'y. U. S.

Key West, July 18, 1839.

NOVA SCOTIA—COMMERCE OF PICTOU.

The following are from the Quarterly Returns of the Customs.

Vessels cleared outward in the quarter ended
5th July, 1839.

	Ships.	Tons.	Men.
Great Britain, - -	15	4,037	163
North American Colonies,	26	2,056	171
United States, - -	91	13,450	488
Total,	132	19,543	822

Quarter ended 5th July, 1838, - - -	92	12,673	579
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Increase,	40	6,870	243
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Vessels entered inwards in the quarter ended
5th July, 1839.

	Ships.	Tons.	Men.
Great Britain, - -	14	4,239	175
North American Colonies,	20	1,250	103
United States, - -	112	19,630	736

Quarter ended 5th July, 1838, - - -	119	16,537	783
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Increase,	27	8,582	331
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Export of Coal to the United States.

To 5th July, 1839, - - -	chaldrons.	10,006
To 5th July, 1838, - - -	- - -	5,888

Increase, - - -	chaldrons.	4,118
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Observer.

The Pictou Coal Mines.—A paper published at Pictou, states, that the coal business is increasing at that place very fast. Over 300 sail of vessels of various descriptions were loaded there last year, and it is thought the number will be doubled this season. Property in the vicinity has increased in value more than 100 per cent. within a year or two. The number of houses occupied by the miners is about 250, of which 100 were erected last year, and they all have a neat and pleasing appearance.

The pits are eight in number; one of them is over 360 feet deep, and one of the engines used is 70 horse-power. One of the chimneys used for the purpose of ventilation is over 140 feet in height.

There is a new range of pits sunk during the last year, and just got ready for working. Four of them are for drawing coal, and the other two for the purpose of ventilating the works. The deepest of the two latter [450 feet] is called the engine pit, where the pumps and machinery for drawing the water from the mines are erected.—*Newburyport Herald*.

From the Bermuda Royal Gazette.

Examination of the bottom of the American Brig Exchange, by the use of "Bethell's Patent Diving Apparatus."—An examination of the bottom, &c., of the American brig Exchange, Captain Brayton, which vessel we reported in our last Gazette, as having got on the rocks to the northward of these Islands, on the night of the 5th ult., took place in the harbour of Hamilton, on Tuesday last. The machine used was "Bethell's Patent Diving Apparatus," and the singularity of the invention attracted crowds of persons to witness its operation.

The person who went down on this occasion was a shipwright of the name of Prattant—Mr. B. Oakshot, foreman of shipwrights of Her Majesty's Dock Yard, Ireland Island, superintending. The attention of such of the spectators as were near the vessel was first directed to the clothing of the diver, who, when perfectly equipped for his submarine exploration, presented a most grotesque figure. He was encased in a double or treble suit of woollens, from his shoulders down to, and including, his feet, to preserve warmth; then came a pair of trowsers that covered his feet, and a jacket, the sleeves of which came tight to his wrists, made of indian rubber; the trowsers and jacket being secured firmly around the waist, by a padded iron girdle; on his feet were a pair of boots, each weighing eight pounds; on his back and breast he had two weights of about thirty pounds each, secured by straps; and over his head was a large helmet, made of metal; and resembling somewhat a human bust, that rested on his shoulders, back and chest, and which afforded room within for a sufficient quantity of air. In the helmet there were glasses through which the driver could plainly discern anything at the bottom of the sea; a tube, through which a constant supply of fresh air was received from above and by which the used air escaped. There was a large boat in attendance, in which were the force pump, and a derrick, (the latter of which being used to lift the diver from the bottom of the sea, for his own weight, and that put on him to keep him down, brought him to weigh about three hundred pounds, (while Mr. Oakshot and his assistants kept as nearly over the diver as possible, ready in case of accident to bring him up, which is done by a line attached to the girdle, and rove through the derrick; by this line also, signs are made by the diver, "when all is right," when more air is required, and when he wishes to be brought up.

Prattant was lowered down under the stern of the brig, on the starboard side, in about fourteen feet of water, where he commenced his examination; after being about twenty minutes under water, he was taken up from the larboard side under the stern, having completed his survey; the boat in attendance having tracked him round the vessel. Prattant then, through the Superintendent, Mr. Oakshot, reported to the Surveyors and Agents of the vessel, in substance as follows:—the bottom and main keel perfect; the false keel slightly ragged on the edges, and one piece of sheathing of about eight feet, off the larboard side of the false keel.

Prattant, it is said, can remain under water, should occasion require it, for upwards of an hour, and by letting go the weights attached to his breast and back, and by putting his finger on the valve or escape pipe, he will immediately rise to the surface; this mode of raising himself, however, is only adopted in extreme cases, the best way being to wait to be hauled up by the life line, which is attached to the girdle.

The apparatus used on this occasion belongs to Her Majesty's Naval Yard, Ireland Island, and was obtained by Messrs. Gilbert & King, the Agents for the Exchange, on application to Joseph Ballingall, Esq., Naval Store Keeper. We are told that Bethell's Patent has been for some time in use in England, and the one now employed was sent out to the Dock Yard here, upwards of two years since, but has only been made available since Prattant joined the Naval Yard. Prattant, we are informed, was never down in one till he came to these Islands, about a twelve month since, and was even quite ignorant of the nature of the machine; notwithstanding this, however, he volunteered to go down under Mr. Oakshot's superintendence, and he succeeded in the first attempt far beyond his expectations, and he can now, without any difficulty, examine the bottoms of any of Her Majesty's ships, and point out their defects, if any.

From the Pottsville Journal.

Our Coal Shipments.

We last week gave an estimate of the comparative amount of Coal shipped from our region up to July 20th, of last year and the present. Those who are unacquainted with the statistics of our region, may be misled as to the quantity, which will probably be shipped, as our article may readily create an erroneous impression. The amount of Coal sent to market to July 20th of the three last years is as follows: Schuylkill Region. Lehigh Region.

1837	207,789	101,195
1838	157,120	81,726
1839	192,657	97,536

Now it will be seen, that although the shipments of 1839 exceed those of 1838 by 35,537 tons, yet they fall short 15,132 of those of the preceding year, 1837. In 1837 during this month, our weekly shipments averaged 17,280 tons, while this year they do not come up to 14,000, and are decreasing.

There remains of the navigation season about 17 weeks, in which 290,000 tons may be shipped, which added to the amount already sent to July 20, viz.—192,657 tons, will give 482,657 tons, as the total shipments from this region.

The total shipments in 1837 were 523,152

" " 1838 " 431,719

" supposed " 1839 will be 482,657

In 1838 general commercial stagnation checked the increase of the trade; but its previous average annual increase had been over 100,000 tons. It appears, however, above, that we shall fall short of the shipments of 1837 about 40,495 tons.

We are led to these remarks, in order to give a fair statement of the trade as it is, and to show the consumer the necessity of laying in his winter supply of coal, without listening to exaggerated rumours of an overstock. In the present depressed state of the money market, dealers cannot obtain facilities for buying Coal, and the consequence has been a very reduced shipment in comparison with 1837, while to meet the naturally increased consumption, instead of 482,657, our region should send her 601,000 tons.

The Lehigh Coal region is placed in precisely the same situation. From their outlets there were sent the following amounts. To July 20 1837 101,195

" 19 1838 81,726

" 18 1839 97,536

It will here again be seen that the amount of 1837 exceeds that of 1839, and in the former year they sent 8,700 tons weekly to market, while at the last dates they are sending 9,315 tons weekly, which difference cannot materially assist in making up any deficiency an increased consumption may require.—All accounts agree in computing 925,000 tons as the amount from all sources for this year's demand, and it is therefore evident that every facility must be extended, and every outlet be unimpeded by accident, to allow it to be met.

In Barker's collections of Massachusetts historical facts, occurs the following:—

"In the account of Barnstable, we met with two singular facts. It is stated that the West Barnstable Church is the first independent Congregational Church of that name in the World! It was organized in England, 1616, by Henry Jacob, who after preaching eight years, fled from persecution to Virginia, where he died. The second minister, Rev. John Lothrop, with forty-two of his church, were apprehended and imprisoned. In two years, on promise to leave the country, he was liberated, and came to New England, and finally settled at Barnstable in 1639. A large rock is said to be near the place where the first public meetings were held. It is another singular fact, that the first Baptist Church in England, of that name, sprang from this first Congregational Church in West Barnstable. One of the members, while in England, brought a child to be re-baptised. This was refused and on mature consultation, a large majority of the church voted against the innovation. The few who desired the re-baptism withdrew, and thus originated the denomination called Baptists."

From the Baltimore American.

TABLE,

Showing the value of any number of Five Franc pieces, from one to one hundred, at 93 cents each, as established by Act of Congress.

Five Francs.

No.	Value.	No.	Value.
1	93 cts.	51	\$47 43
2	\$1 86	52	48 36
3	2 79	53	49 29
4	3 72	54	50 22
5	4 65	55	51 15
6	5 58	56	52 08
7	6 51	57	53 01
8	7 44	58	53 94
9	8 37	59	54 87
10	9 30	60	55 80
11	10 23	61	56 73
12	11 16	62	57 66
13	12 09	63	58 59
14	13 02	64	59 52
15	13 95	65	60 45
16	14 88	66	61 38
17	15 81	67	62 31
18	16 74	68	63 24
19	17 67	69	64 17
20	18 60	70	65 10
21	19 53	71	66 03
22	20 46	72	66 96
23	21 39	73	67 89
24	22 32	74	68 82
25	23 25	75	69 75
26	24 18	76	70 68
27	25 11	77	71 61
28	26 04	78	72 54
29	26 97	79	73 47
30	27 90	80	74 40
31	28 83	81	75 33
32	29 76	82	76 26
33	30 69	83	77 19
34	31 62	84	78 12
35	32 55	85	79 05
36	33 48	86	79 98
37	34 41	87	80 91
38	35 34	88	81 84
39	36 27	89	82 77
40	37 20	90	83 70
41	38 13	91	84 63
42	39 06	92	85 56
43	39 99	93	86 49
44	40 92	94	87 42
45	41 85	95	88 35
46	42 78	96	89 28
47	43 71	97	90 21
48	44 64	98	91 14
49	45 57	99	92 07
50	46 50	100	93 00

TOBACCO MANUFACTORIES.

Extract of a letter published in the N. Y. Star, dated Richmond.

"Richmond is probably the principal tobacco mart in the world. I therefore accepted an offer to be introduced into the largest tobacco manufactory in that city, belonging to the Messrs. Myers, one of whom politely accompanied us through his vast establishment, and explained to us each step of the process to which the weed is subjected from the unpacking of the leaves to the branding of the box of manufactured, or as we would term it, cavendish tobacco. The two agents used are pressure to flatten and condense the rolls of leaves picked and properly arranged, and heat to sweat them, as it is termed, and prevent them from fermenting and becoming mouldy. I was particularly struck by the expertness of the workmen in making rolls of the same size and weight with no better guides than the eye and hand. About a hundred negroes we judged to be at work—a number which is tripled, we were told, when the low price of the tobacco in the wood allows of a profit on

the manufactured article. The price of the staple is now so high that the manufacturers send to market no greater supply than is requisite to sustain the reputation of their respective brands.

"As we were leaving the warehouses of the Messrs. Myers, these gentlemen directed us to an establishment called, I believe, a break, consisting of several ranges of sheds within a square enclosure, under which the tobacco in hogsheds is examined and sold. The "break" was beginning as we entered, that is, they had slipped off the wood of some twenty hogsheds, and two blacks were engaged in breaking open the piles of tobacco thus left, so as to allow the dealers to determine the uniformity or difference of quality of each pile, and extract examples as guides for the ensuing sale. This last operation took place as soon as the line of hogsheds was duly examined, and was conducted very much as wine and tea sales are in New York.

"There were some thirty traders and manufacturers present, and the bids varied from \$5 to \$20 the cwt., or from \$60 to \$250 the hogshhead. Seventeen thousand hogshheads, nearly half the crop of the state, and importing two millions and a half of dollars, are thus sold annually in Richmond. The business is considered hazardous, as the market is liable to sudden and extreme fluctuations. It has rarely been better, however, I was told, than for some months past. Several gentlemen, were pointed out to me who, in that period, are supposed to have each realized profits of one hundred thousand dollars."

American Copper.—Some notice is taken in the Batesville (Arkansas) News of the operations of the Currant River Copper Mining Company. The mine at present worked by that Company is situated in Shannon County, Missouri, and the copper ore is supposed to extend over a space of many miles. Since September, 1857, about 1,000,000 pounds of ore have been raised, the average yield of which has been about forty per cent. A smelting furnace was erected in April last, since which time about seventy-five tons of copper have been smelted. The ore is said to be easily obtained. The mine is on land belonging to the United States, and is represented to abound not only with copper ore, but with iron and other valuable minerals. It is also said to possess a most extensive water power to propel machinery situated near a fine stream, the navigation of which at present is hazardous, but with a small appropriation could be made navigable for keel and flat-boats at all seasons of the year as high as the place now worked—and for steamboats at all seasons of the year within fifty miles of the furnace now in operation.—*Baltimore American.*

An awkward Predicament.—The English ship Robertson, with a cargo on board valued at about 115,000, lost her rudder in the Gulf of St. Lawrence. When the rudder gave way, says the Montreal Herald, the ship was facing Grande Etang, (where, singular to say, the current runs direct to the shore,) and the only way to prevent the ship running ashore was to back out, which was immediately done. The distance the Robertson actually "backed out" was about seventy miles; it was impossible to turn the vessel. The rudder was on deck five days, during which time it blew so hard that it was impossible to fix a temporary one. A part of the men made several attempts to desert no doubt under the solicitation of the pilot, who represented to them the great probability of the vessel being lost; the better counsel and the threat made by Captain Neill, of shooting the first man who deserted the ship, however, prevailed. No ship was ever brought into port under the same disadvantageous circumstances.

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No. 10.

From the Baltimore Chronicle.

NORTH POINT BATTLE GROUND.

The following letter is from an Officer of the Army in the late War, to a brother officer who served with him. He was making a short tour, which enabled him to visit a number of the old Revolutionary Battle Grounds, and being in the vicinity of the North Point Battle Ground, he was desirous of visiting not only the ground itself, but also the entire route which the British Army took from North Point to Baltimore, and the various forts and other defences of the Americans. This letter was shown to a number of gentlemen intimately acquainted with the transactions of that day—some of whom had been officers in the American Army—with the intention of rendering its statements as correct as possible. They saw that some care had been taken by the writer to acquire the truth from the various statements and reports of the officers of the contending armies, as well as from other sources, and a careful examination of all those circumstances within his reach; and believing it an appropriate time for the appearance of some such production, it was requested for publication. This accounts for its first appearance in the Baltimore press.

BALTIMORE, August 8, 1839,

My Dear M—,

That portion of my tour, since I last wrote you, has been very interesting. I have derived the highest gratification, from visiting a number of cities, sections of country highly cultivated, extensive bays, beautiful rivers, and often wild, bold, diversified and picturesque scenery. But the highest gratification which I received was from my visit to a number of those "fields of fame," the grounds on which battles of the Revolution and of the last War were fought. When on these sacred spots, consecrated by the blood of patriots and now rendered classic, memory would call up historical details, and imagination lend its aid, in bringing before me the heroic achievements of other times; while either gratification or regret, would hold its sway over all my feelings according as the scale turned in favour or against our armies. Indeed, it is impossible, my dear M—, to give you any idea of the emotions by which I was affected, when viewing those fields so intimately connected with the honor and independence of our country.

As my tour from Germantown, the place I last wrote you, leads me via Philadelphia, Wilmington, Baltimore, Washington city and Norfolk, to Richmond, I concluded to remain a few days at each of those cities. I arrived at Baltimore a few days ago. The distance from the city is but eight miles to the celebrated North Point battle ground, which I visited yesterday, together with North Point, where the British army landed, and its route to the place of its encampment two miles east of the city. This visit was fraught with deep interest—an interest in which you shall participate, as the remaining part of my letter will be devoted to incidents and details connected with it.

To enable you to form some idea of the character of the military operations connected with this engagement, it will be necessary to bring you acquainted with the ground, and other localities.

North Point is at the junction of the Patapsco and Chesapeake, and is about fourteen miles below the city. Bear creek empties into the Patapsco about six miles above North

Point. The Lazaretto and Lighthouse are situated four miles higher up, and about three-fourths of a mile across to the point of the peninsula, formed by the east and west branches of the Patapsco, is Fort McHenry, which is two miles below the city. That portion of the west branch above the fort is called Spring Gardens. A battery was erected at the Lazaretto—Fort Covington and the city battery of six guns, are a mile above Fort McHenry on the Spring Gardens. The principal battle ground is six miles above North Point, and eight below the city on the road leading from the former to the latter place, and is the point of a small peninsula formed by the branches of Bear Creek which are broad and deep, and have the appearance of small lakes. From this point to its mouth, Bear creek presents a considerable sheet of water; being affected by the tide, it has the appearance of a bay. The distance to its mouth is five miles, and about three miles to the nearest part of the Patapsco. A short distance east of the battle ground is a branch of Back river.

The greatest portion of the army was encamped on the high ground east of the city, having in front an extensive line of breast-works. The situation was well selected, as it commanded, to a considerable extent, the grounds east of the city, the quarter most liable to attack. Besides this position, Fort McHenry, Fort Covington, the six gun battery, and the battery at the Lazaretto, occupied commanding positions, and were well manned.

As the great body of the American troops were raw militia, called hastily together on the emergency, and most generally strangers to each other, it appeared to Major General Smith, the commander-in-chief, that to remain upon the defensive was the best policy. It was for this purpose that the forts, batteries, and elevated grounds east of the city were put in the best state of defence which the shortness of time permitted. Had these troops been but a month under rigid and proper discipline, and inured to the labour and fatigues incidental to a state of warfare, offensive operations might have been calculated upon with ten times the certainty of success. He was also apprised that the British army was composed of a part of "Wellington's invincibles"—arrogant from their late achievements in Europe, and still further flushed from their still more recent marauding campaign to Washington city, which ended in the plunder of that place and in the destruction of the public buildings.

Under these circumstances, the best policy he could adopt was to send a detachment under General Stricker to receive the enemy, retard his advance, and thus gradually prepare the raw militia composing the great body of his army for the principal attack upon their works. This course was the more especially necessary, as he was ignorant of the enemy's forces, which, although formidable for numbers and its connexion with the fleet, rumor had greatly magnified.

The British invading army landed at North Point early in the morning of September 12th, 1814, under cover of the guns of the fleet. This force was composed of about 5000 land troops, and 2,500 marines and sailors. The whole formed four brigades, and was commanded by Major Gen. Ross, an officer talented, experienced and popular. He was accompanied by the infamous Admiral Cockburn, the second in command of the fleet; who, whether as an officer or a man, was alike detested on both sides of the Atlantic—noted only for those qualities which constitute the pirate, and above

all others, possessed the highest capacity for cruelty and plunder.

As was before noticed, Gen. Stricker was ordered to take a part of his brigade composed of portions of the 5th, 6th, 27th, 29th and 51st regiments, a company from York, Pa., a company from Hanover, Pa., a company from Hagerstown, Md., 150 riflemen, 140 cavalry, and 75 artillery, with six four pounders, in all 3165 men, principally Baltimoreans, and called by way of distinction the Baltimore brigade, to receive the enemy. On the evening of the 11th this detachment encamped at the meeting-house on the road to North Point and seven miles from the city. On the morning of the 12th, General Stricker was informed that the enemy had landed at North Point. He immediately pushed forward the cavalry and riflemen two or three miles in advance of his encampment, and ordering back his baggage under a strong guard, took up the line of march to meet the enemy. The 6th and 27th, with the artillery, moved forward to the battle ground. The 5th formed the line with its right on a branch near the head of Bear creek, and its left on the main North Point Road. The 27th was posted with its right on the other side of the road, and its left on a branch of Back river, in line with the 5th, and the artillery, in a lane, filling up the space in the line between the 5th and 27th. About three hundred yards in the rear of the front line, and parallel with it, the 51st and 39th were formed, and a mile in the rear the 6th was posted as a reserve. The riflemen were ordered to skirt the woods on the side of a large field, which was about three miles in advance of the front line. In this order, which was judiciously planned, Gen. Stricker expected to receive the enemy; and if the first line was forced from its position, it was to fall back in the rear of the second. The 6th was to act as circumstances required.

But in all operations with raw troops, the best orders are either illy executed or not executed at all. It was ordered that the cavalry should announce the approach of the enemy, and that the riflemen should hang on his right flank, and gall him under cover of the woods which begirt his route. The cavalry continued to communicate the necessary information; but the riflemen suffered themselves to be drawn from their position by the vague rumor, that the enemy in considerable force, had landed on a contiguous branch of Back river, with the intention of cutting them off; and, without giving him any annoyance, they fell back. At this juncture, the General received information that a marauding party of the enemy was enjoying itself about three miles in advance. Stung with resentment at this insult he immediately pushed forward a volunteer detachment under the command of Major Heath to chastise its insolence, arrest the movement of the enemy's advance, and to evince a disposition for a general engagement.

This detachment was composed of two companies from the 5th, a rifle company, a portion of the cavalry, and ten artillerymen, with a four pounder—amounting in all to about 300 men. The detachment did not proceed more than half a mile before the first brigade of the enemy was discovered, which it immediately attacked, and, for a short time, held in check. General Stricker was surprised in hearing the report of the enemy's guns, and those of Major Heath's detachment, so suddenly after its departure. Fearing that it had fallen in with the main body of the enemy, from the heavy report and extent of the firing, he immediately detached two companies from the right of the 27th, under the command of Major Moore, who gallantly hurried to the scene of action, formed in line, and aided Major Heath's detachment to retire in good order from the unequal combat. On their return he wheeled his detachment into its place in the line, and shortly afterwards, that gallant officer received a wound while bravely discharging his duty at the head of his battalion. In consequence of the heavy duty performed in the protracted skirmish, and being much fatigued, three of the companies of Major Heath's detachment retired in the rear of the line. In this skirmish General Ross and a number of the enemy's advance were killed. Major Heath's detachment also lost a number of men, and that gallant officer's horse was killed under him; and during the subsequent part of the action he had another horse wounded. But this gallant little band

did not retire before it had left its mark, and taught the enemy discretion.

At half past two o'clock the main body of the enemy came in sight. It commenced throwing rockets upon that part of the line occupied by the 27th, which had no other effect than to prepare it for the enemy's artillery, which soon came up, and commenced playing upon the left and centre, followed by movements which evinced his intention to turn the left flank. To prevent this, Gen. Stricker ordered the 39th to take line on the left of the 27th, and detached two pieces of artillery for the left of the 39th. With the intention of making the left as strong as circumstances would permit, the 51st was ordered to form on the extreme left, and at right angles with the extended line. The enemy's right column now deployed to the right, and advanced on the 27th and 39th. At this critical juncture the 51st, which was by far the heaviest regiment in the brigade, became panic struck, delivered an irregular, random fire and broke, carrying with it the second battalion of the 39th, and thus leaving the left exposed, and its strength reduced nearly one thousand men. The fire now became general from left to right—the infantry and artillery pouring in a well directed fire upon the enemy's left. I am informed that it was a truly laughable sight to see *Wellington's Invincibles* dodge and crouch beneath it. When the 51st and part of the 39th fled, the entire force of the line was about fourteen hundred. These gallant troops held the entire enemy in check about an hour and twenty minutes, when they were forced to retire. The line retired back to the 6th regiment, which, from its position was not permitted, although anxious, to take a part in the engagement. Fearing that there was still danger of their left flank being turned, the brigade was formed and retired to Worthington's Hill, but were not pursued by the enemy, who contented himself in keeping possession of the ground.

In this attack, which constituted the principal engagement, the American troops behaved with great gallantry—indeed, under all circumstances of the case, they covered themselves with glory, and taught the invaders such a lesson as to render them extremely cautious during the short space which they afterwards continued to pollute our soil.

The whole loss of the brigade was 24 killed, 139 wounded, and 47 missing. The enemy's loss was certainly three times as great. His official account admits 40 killed and 251 wounded.

The British, finding themselves pretty severely handled by part of a brigade, and losing General Ross, their commander-in-chief, General Brooks, on whom the command devolved, was satisfied with the achievement of compelling 1,400 men to leave the battle ground, and fearing to push his operations further, remained on it during the night of the 12th. To bury his dead, take care of his wounded, and consult with Admiral Cochran, the commander-in-chief of the fleet, was business sufficient to engage his attention for the night. Indeed, the severe reception he met with from Gen. Stricker's command baffled him very much, and rendered him quite irresolute. This state of things made the greatest impression on the British, as it was intended not only to make Baltimore a place of general rendezvous for both the army and navy, but also for their winter's quarters.

In the meantime the Americans were not idle.—They were busily employed in perfecting their line of defences, and preparing to act as circumstances might render it necessary. For this purpose, General Stricker's brigade was ordered to fall back on the left, to about half a mile in advance of the entrenchments, and Gen. Winder's brigade, the Virginian brigade under Gen. Douglass, and the U. S. Dragoons under Capt. Bird, were ordered from the west of the City, where they had been posted to take their station on the left of General Stricker's line. The brigades of General Stanbury and Foreman, the Pennsylvania volunteers under Colonels Finley and Cobean, the Baltimore artillery under Colonel Harris, the marine artillery commanded by Capt. Stiles, and the sailors and marines under Commodore Rogers, were ordered to man the entrenchments and batteries, and be ready to give a good account of the enemy whenever he might make his appearance. Indeed, all the defences and arrangements of the troops were well made. The gallant

conduct of General Stricker's brigade having inspired general confidence, prepared all for action.

The operations agreed upon by Gen. Brooks and Admiral Cochrane, was a simultaneous attack by the army and fleet. In accordance with this arrangement, on the morning of the 13th; the enemy appeared on the Philadelphia road, and about two miles in front of the American lines. After having spent some time in examining the line of defences, he commenced manœuvring towards the left, where the defences appeared weakest. But the brigades under Generals Stricker, Winder and Douglass, adapted their movement so judiciously as to baffle all his designs in that quarter, which caused him to fall back to his former resting place in front of the lines. About half past one o'clock, he appeared to concentrate his forces, and pushed on his advance to within a mile of the American encampment, as though he intended an attack; but the brigades of Stricker, Winder and Douglass formed near the left of the entrenchments, with the intention of immediately resisting the enemy's attack. But he declined it, and again retired into his encampment, where he continued it until his retreat, which took place at half past one o'clock on the morning of the 14th, and under cover of a dark night and heavy rain.

While these operations were going on upon the land, the water exhibited others equally interesting. On Tuesday morning about the same time the army made its appearance, a large portion of the enemy's shipping approached Fort McHenry. Five bombs, a number of rocket, and other vessels anchored in a semi-circular line within two miles of the fort, and commenced a heavy cannonade and a regular bombardment. The distance was within shell and rocket range, but was much too great for the guns of the fort to reach them with effect.

The command of Fort McHenry was assigned to Lieut. Col. Armistead of the United States Artillery, an experienced and gallant officer. His force was composed of one company of U. S. Artillery, two companies of Sea fensibles, three companies of volunteer artillery from the city, a detachment from Commodore Barney's flotilla, and six companies of U. S. Infantry—in all one thousand men. A large portion of the ordnance mounted was long twenty-four pounders, but greatly inferior to the battering pieces of the enemy which were used against them.

The fire from the shipping was returned with much spirit by the Fort, until it was ascertained that the shot did not reach the enemy. After this the fire was only occasionally kept up, while that of the enemy was heavy and incessant. A circumstance, however, occurred, by the dismounting of a twenty-four pounder from the upper works, occasioned by a shell, which, in bursting, killed a Lieutenant and wounded a number of men, and thereby producing some confusion. The enemy observed this, and three of their bomb vessels advanced and came so near as to be within proper shot range of the Fort, when it opened upon them with tremendous effect, and in the course of a few minutes they were again compelled to resume their former distance out of reach of its shot. The enemy being secure from injury, continued his fire until one o'clock on the morning of the 14th, when he availed himself of the darkness of the night to pass the Fort in barges with 1,250 picked men, prepared with ladders to scale the Fort, which, if taken, could be turned advantageously upon the city, and the naval forces permitted to advance and bombard it. But on their approach to Forts Covington and the Six Gun battery, they threw up a number of rockets to inform the army and fleet of their situation. This permitted Forts McHenry and Covington, and the Six Gun battery to discover the movement, design, and situation of the enemy. In a moment the forts and battery were in a blaze which handed the British very roughly, sinking a number of their barges, and making dreadful havoc amongst others. But darkness favoured them. They doubtless lost many men, as their screams were heard to a considerable distance. The Americans had no other guide to point their guns than their fire and the glare of their rockets; had it been daylight not a man of them could possibly have escaped. Lieut. Newcomb of the U. S. Navy, commanded at Fort Covington, and Lieut. Webster of the flotilla, commanded

at the Six Gun battery. They were both manned by sailors from the Navy.

The bombardment continued till seven o'clock on the morning of the 14th, having in the course of twenty-four hours thrown about eighteen hundred shells, a number of Congreve rockets and some round shot. As many as 400 shells fell within the fort. Some of them have since been found weighing, with their contents, from 210 to 220 pounds. At each discharge of a mortar throwing these enormous shells, it is said that a vessel would sink as much as two feet in the water. Their rockets did very little execution, and but few of their round shot reached the fort.

Col. Armistead's loss was 4 killed and 24 wounded—making the entire American loss 28 killed, 163 wounded, and 47 missing. The British must have lost from six to seven hundred in this attempt upon Baltimore. A number of their officers admitted, some time afterwards, that they lost 500 men in the battle of North Point alone.

Thus ended the British attack upon Baltimore, which had been undertaken with the greatest confidence, and for which ample arrangements were made by that government; for on this occasion their entire force, land and naval, could not have fallen short of 13,000 men—an attack which comparatively did little injury to the brave Americans who so gallantly repelled it, or to the city of Baltimore, which was to have been swallowed up by a plundering and licentious British Army. Never did mortification sting with more intensity—beaten by raw militia on the land, and their shipping driven from their position on an element which they have always emphatically claimed as their own—they were ashamed to acknowledge it, and attempted to shield their disgrace from the world under cover of lying officials, and the private explanations of the officers by whom they were transmitted.

The lengthy detail of military operations by land and water, has hitherto prevented me, my dear M—, from giving you a description of the country from North Point to Baltimore; but more especially of that which is designated as *the North Point Battle Ground*. This is the more necessary as you have never been at Baltimore, and may have formed a very erroneous conception of the country, by regarding it as level, open, and highly cultivated. Studded with towns and villages, and adorned by the numerous country seats of the wealthy, who would retire from the noise and bustle of the city, to enjoy in coolness and quietude the pleasures of the spring and summer.

Baltimore is surrounded by a beautifully laying country—not, however, extensive nor highly cultivated, but in many cases possessing most, if not all, the elements which enter into beautiful landscape scenery. If more industry and taste were bestowed upon it, like the city, it would command the attention and admiration of every traveller. The surface of the country between Baltimore and North Point is not generally low and level, as might be expected, being so contiguous to the Patapsco and Chesapeake, but beautifully rolling, and, in general, it would possess fertility if properly cultivated. At least half the surface is in a state of nature. Some of the grounds are tolerably well timbered, but a large portion is covered with a scrubby undergrowth, as though it had, at no very distant period, been robbed of its tall and heavy timber, leaving only that which was not worth being taken away.

The grounds are also chequered, and rendered somewhat broken by a number of creeks and smaller streams. Their confluence with the Chesapeake or Patapsco being so near their source, and the lowness of the ground permitting the tide to pass up half their length, causes them to assume such an outward appearance as to rate with the smaller rivers in your section of the country. The greater portion of the ground for the first four miles from the city, lays beautifully, and is in a tolerable state of cultivation; two-thirds of the remaining distance to North Point, the road passes through woodlands, chequered by streams, in some places having the appearance of bays and lakes; but throughout the whole distance the scenery is very fine. The ground between these two points is easily defended from European troops. The broken state of the country by the streams which chequer

it, and the extended woods all along this route, add greatly to its defences. It is the best description of ground for riflemen, and well calculated for light artillery in consequence of the number of its eminences near the road; but it is badly adapted to cavalry.

THE BATTLE GROUND, as before observed, is eight miles from the city, and six miles from North Point. It is situated at the head of Bear creek, and enclosed between two of its branches which hem it in, giving it the appearance of a horse shoe sharpened at the point. These branches have the appearance of little lakes, and only extend out about four or five hundred yards. The tide rises here about four feet. Bear creek presents a beautiful sheet of water, and of sufficient depth, as I am informed, for steamboats of the largest draught. It is navigable, being clear of all obstructions, and only five miles from the Battle Ground to where it empties into the Patapsco. Just in front of the Battle Ground, the Creek has the appearance of a little bay, and the inlet of its branches are beautiful little coves which aid greatly in the enlargement of the sheet of water formed in front of the ground. The surface is generally clear and smooth, and the groves which line its margin are beautifully reflected from it. The ground on which the battle was fought is nearly a perfect level. A portion of it was then cleared, but a larger portion was covered with timber. It is a sweet little retired spot—one formed for peace, contemplation, and repose; and would be the last thought of as the scene of contention, the din of battle, and of deadly strife; or to be polluted by the reckless footsteps of a foreign foe.

The Military Convention, on behalf of their fellow citizens of the city of Baltimore, are behaving with characteristic feelings in reference to the North Point Battle Ground, which has now become an object of the highest veneration. They are well assured that it was on *that ground* that the sacred blood of sprinkling saved the city—that it was the gallantry of Stricker's brigade on *that ground* which struck terror into the enemy, and gave confidence to their countrymen—and it was on *that ground* that the loss which the enemy experienced taught him a lesson of caution, and destroyed all hopes of ultimately succeeding in the capture of a city in which *bravery* and *beauty* would reward the toils and hazard of the captors.

The Military Convention have it in contemplation to erect a Monument to perpetuate the memory of the achievement, and as a grateful tribute of respect to the citizens who fought and bled and died on *that field* in defending their country's dearest rights and honour. The corner stone of this monument is, I understand, to be laid on the 12th of September next, just a quarter of a century after the achievement it is intended to commemorate; and extensive arrangements are making to render the ceremony worthy of the occasion.

Baltimore has become famous for transmitting to posterity, in the most durable manner, remembrances of achievements which demanded its lasting gratitude. This patriotic feeling, so characteristic of its citizens, has drawn forth the tribute of admiration from every portion of the Union. Indeed, the love of country is ever intimately associated with those military achievements which sustain the rights of the citizens, and the honour of their native land. Hence the necessity of chronicling those achievements, and of giving perpetuity to the record by the erection of statues, sepulchres, triumphal arches and columns. These imperishable monuments make a striking appeal to our senses, call up those lofty sentiments which become a most substantial basis of patriotism, and furnish a powerful stimulus to heroic deeds. The Baltimoreans will not be wanting on this occasion. Their liberality is as proverbial as their patriotism is distinguished. But it is not the citizens of Baltimore alone, the citizens of the seaboard, so much harassed by a marauding army, and a British fleet which attempted to lay them under contribution, will be found among the number desirous to erect a suitable monument as a memorial of their deliverance from such disquietude.

I have been informed that Dr. Jacob Houck, who is the proprietor of the battle ground, intends collecting the bones of the British soldiers who were killed upon the ground and interred there, (a great number having been thrown into a

well, which was filled up in the great hurry of their departure,) to be presented to the British government, if it will receive them; but if it will not, he will have them interred in a vault on the ground with a suitable inscription. This generous—this magnanimous and noble act is worthy of the sentiments and character of an American. It is the heaping of coals of fire upon the heads of those who had been our enemies, and of forcing a blush upon the cheeks of those who have been characterised by barbarity and cruelty whenever they had an opportunity of exercising it upon our countrymen. He also intends to improve and beautify this delightful spot—to render it an agreeable retreat for the many citizens and strangers who will doubtlessly visit it either by land or water; and he is now engaged in the erection of extensive buildings which, when completed, will add much to its many natural beauties.

Adieu, my dear M—,

S.

MEETING OF MECHANICS AND WORKING MEN.

At a numerous assemblage of the Mechanics and Workmen of the city and county of Philadelphia, held at the County Court House on Monday afternoon, Aug. 19, for the purpose of expressing their opinions relative to the construction, by Philadelphia Machinists, of the engines intended for the National Steam Frigate, about to be built at the Philadelphia Navy Yard, the following officers were selected:

For President—George Smith, of the city.

For Vice Presidents—Anthony Davis, of Kensington; Daniel Large, of do. William Bonsall, of Southwark; John Naglee, of Northern Liberties; George W. Metlar, of Spring Garden; and Charles S. Devenny, of Kensington.

For Secretaries—Enoch E. Camp, John C. Gill, and Thos. G. Bignall.

On motion, the following gentlemen were selected to draft resolutions expressive of the sense of the meeting.

Alfred M. Clarke, of Holloway's Foundry.

Wm. Clark, of Merrick & Town's Foundry.

Geo. W. Hufty, of Baldwin & Co.'s Foundry.

J. R. Morton, of Park and Tiers's Foundry.

John Alexander, of Norris's Foundry.

John C. Doyle, of Agnew's Foundry.

Jas. Tull, of Rush & Muhlenburg's Foundry.

John Smith, of Morris & Co.'s Foundry.

James Slater, of Large's Foundry.

S. Bradley, of Parrish & Johnson's Foundry.

Thomas Connell, Daniel B. Griffin, Wm. Curry, Ezra Anderson, and Daniel Eardman.

The meeting was then eloquently addressed by Charles Naylor, Esq., Col. John Thompson, Wm. L. Hirst, Esq., George W. Metlar, and Thomas Connell.

After which the following resolutions were reported, and unanimously adopted:

Whereas, at the last session of Congress, an appropriation was made for building a Steam Frigate at the Philadelphia Navy Yard—and as we consider it incumbent upon the Secretary of the Navy and the Navy Yard Board to contract for the construction of her engines, where they can be *best* made, at the least expense, consistent with such efficiency, as well as where the acknowledged reputation of the machinists for skill and capability, *founded upon tested work*, will afford a sufficient guarantee to the nation of their fidelity to construct such machinery, and where neither capital nor sufficient security for the faithful performance of the contract, are wanting—

Therefore Resolved, That the acknowledged reputation of Philadelphia steam engines throughout the United States, for *speed, strength, durability and safety*, acquired in the space of upwards of twenty years, during which time not a life has ever known to have been lost, by any accident or explosion, arising from any defect in their construction, firmly convince us, that as good, if not better work, in steam machinery can be manufactured in this city, at the same rates, as in any other part of the nation.

Resolved, That the fact alone, that this Steam Frigate is to be built at our Navy Yard, affords a variety of sound reasons, apparent to every discerning mind, that her engines should also be constructed here, provided they can be as well made as elsewhere, and at as reasonable a sum.

Resolved, That in the selection by the Secretary of the Navy and the Navy Board, of an establishment in this city, to erect these engines, they can only desire for the national interests, to be satisfied of its *capability, capital, and security* to perform the contract on as reasonable terms, with regard to excellence of materials and workmanship, as can elsewhere be done. We, therefore, judging from an experience in, and thorough knowledge of, the capabilities of the various Steam Engine establishments of the Union—in which many of us have been more or less employed—are fully satisfied that the machinists of that city and Commonwealth, that gave birth to a *FITCH* and a *FULTON*—who brought steam to perfection as a propelling power—lack neither of the above requisites to prevent the engines of a *Philadelphia* built Steam Frigate, from being elsewhere constructed.

Resolved, That the Secretary of the Navy and the Navy Board, in selecting Philadelphia as one of the ports at which a National Steam Frigate should be erected, gave evidence of their approbation of the skill and capability of our ship builders for this task—and we cannot believe, that with their knowledge of the work of our machinists, they will ever consent to the construction of her propelling power at any other place.

The following resolutions were offered by Charles Taylor, Esq.

Resolved, That in the opinion of this meeting, Steam Batteries will ultimately, in a great measure, supersede all other means of coast and harbour defence. That our country will be forced to resort to them as the only efficient method of repelling attacks from hostile steam ships, and that the multiplication of these latter in the Navys of England, France, and other European countries, strongly admonish our government of the necessity of immediately commencing and prosecuting the building of them.

Resolved, That the situation of Philadelphia, the cheapness and abundance of the necessary materials, its extensive and industrious population, and the great numbers of the best and most skilful mechanics on earth, the sweetness and freshness of its water and its distance from the ocean, securing it from attack during war, renders it as a building station for steam vessels far superior to any other in the whole country; and that as such, it deserves to be immediately distinguished by the government.

On motion of Wm. L. Hirst, Esq., it was

Resolved, That a committee of ten machinists be appointed to wait upon or address the Secretary of the Navy and the Navy Board, and adopt such measures as they may deem necessary for furthering the objects of this meeting.

Resolved, That the officers of the meeting select such committee within the space of five days, and report the same through the newspapers of our city.

Resolved, That copies of these proceedings be forwarded to the President of the United States, to the Secretary of the Navy and the Navy Board, and that the Editors of the city papers are respectfully requested to give them a place in their respective journals.

GEORGE SMITH, President.

ANTHONY DAVIS,
DANIEL LARGE,
WM. BONNALL,
JOHN NAGLE,
GEO. W. METLAR,
CHAS. S. DEVENNEY,

} Vice Presidents.

Enoch E. Camp,
John C. Gill,
Thos. G. Bignall,

} Secretaries.

The *Ellicott's Mills Property* was sold the other day. The lower mill was sold to Edward Gray, Esq. for \$30,500, the saw-mill to John P. Kennedy, Esq. for \$5,000, and some of the woodland for \$50 an acre.

Commerce with Texas.

The commerce between the United States and Texas, as exhibited by the Report of the Secretary of the Treasury of the United States, for the year ending 30th September last, (the first fiscal year of that republic since its acknowledgment as an independent state,) we deem of sufficient consequence to preserve in a distinct form; and while the aggregate may be esteemed important in a national point of view, the items which contributed to make it up will be interesting to individuals.

DOMESTIC EXPORTS.

Fish, dried	qtls.	1,314	\$1,778
pickled	bbls.	250	2,420
do.	kegs	129	3,068
Oil, Sperm.	gal.	2,971	572
whale and other fish	do.	1,121	9,049
Candles, Sperm.	lbs.	24,161	33,468
Staves and heading,	m.	7	
Shingles	m.	1,490	
Boards, plank and scantling		1,890	
Other lumber, except for ships, in value			15,882
Wood, all manufactures of			39,987
Tar	bbls.	53	151
Beef	do.	1,046	15,135
Pork	do.	942	
Hams and Bacon	lbs.	294,006	60,417
Lard	do.	119,032	
Butter	do.	56,072	15,359
Cheese	do.	36,250	
Horses	no.	13	1,575
Wheat	bush.	48	60
Flour	bbls.	8,354	61,674
Indian corn	bush.	35,968	22,228
meal	bbls.	800	1,616
Grain, rye, oats and other small and pulse			5,334
Biscuit or ship bread	bbls.	1,651	9,231
do.	kegs	509	
Potatoes	bush.	14,292	7,667
Apples	do.	1,377	3,031
Rice	trces.	195	5,405
Tobacco	hhds.	83	3,999
Household furniture			33,055
Coaches and other carriages			4,406
Hats			24,547
Saddlery			11,894
Beer, porter & cider, in casks, gals.		20,239	
do. do. do. bottles, doz.		2,802	33,029
Spirits from grain	do.	59,229	
Leather	lbs.	4,803	
Boots	pairs	5,751	62,699
Shoes	do.	41,907	
Candles of tallow	lbs.	5,401	8,389
Soap	do.	105,422	
Hops	do.	230	21
Snuff	do.	250	
Tobacco, manufactured	do.	73,953	21,388
Linseed oil	gals.	1,808	1,980
Spirits of turpentine	do.	262	
Sugar, brown	lbs.	395,261	29,527
refined	do.	40,475	4,722
Cables and cordage	cwt.	27	331
Lead	lbs.	34,857	3,231
Nails	do.	165,306	10,323
Castings of iron			3,559
All other manufactures of iron, or iron steel			33,287
Molasses			4,006
Spirits from molasses	gals.	12,029	9,723
Chocolate	lbs.	3,029	369
Gunpowder	do.	4,450	1,629
Copper and brass, and manufactures of			619
Medicinal drugs			7,207
Cotton goods, printed and coloured			30,711
do. do. white			29,553
All other manufactures from cotton			61,712
Wearing apparel			166,318

Combs and buttons	-	-	-	-	\$1,108
Brushes	-	-	-	-	130
Billiard tables and apparatus	-	-	-	-	850
Umbrellas and parasols	-	-	-	-	134
Printing presses and types	-	-	-	-	2,368
Musical instruments	-	-	-	-	420
Books and maps	-	-	-	-	658
Paper and other stationery	-	-	-	-	12,799
Paints and varnish	-	-	-	-	2,510
Vinegar	-	-	-	-	881
Earthen and stone ware	-	-	-	-	5,074
Glass, manufactures of	-	-	-	-	5,471
Tin, do.	-	-	-	-	6,630
Pewter and lead do.	-	-	-	-	83
Marble and stone do.	-	-	-	-	569
Artificial flowers and Jewellery	-	-	-	-	571
Trunks	-	-	-	-	10
Bricks and lime	-	-	-	-	1,972
Salt, domestic	bbls.	333	-	-	275
Manufactured articles not enumerated	-	-	-	-	25,569
Other articles not enumerated	-	-	-	-	47,386

Total amount domestic exports - \$1,028,818

Of the above in American vessels, \$1,024,451
in foreign do. 4,367
\$1,028,818

Foreign Exports free of duty, of
which were 288,548 lbs. Coffee
46,458 " Cocoa
8,549 " Teas
and other articles. Total, \$56,002

Foreign Exports paying duties *ad val.*
Of which were cloths and
blankets, in value \$14,031
Coloured, print and white
cottons - 34,383
Manufactures of iron and steel 22,657
Earthen and stone ware 4,300
and other articles *ad val.* Total, 84,994

Foreign Exports paying a specific duty, of which
were 57,219 yds. cotton bagging
26,641 gals. wine
28,762 " spirits
31,329 lbs. brown sugar
14,475 do. white or clayed
882,000 segars
6,588 bushels salt
and other articles of specific
duty. Total, \$78,066

Total Foreign Exports - \$219,062
Total Domestic Exports - 1,028,818

Total Foreign and Domestic Exports \$1,247,880

IMPORTS.

Total amount of Imports, of which \$156,242
were for 1,491,293 lbs. cotton - \$165,718
[Baltimore Price Current.]

SUPERCARGOES.

Is the *supercargo* of the vessel a passenger, as the terms are generally understood?—We have reference to the case of the *supercargo* of a vessel under a foreign flag, who arrived at this port twice within the last 6 months, and each time paid a fee of \$1 50, the tax imposed by an act of Assembly on alien passengers arriving from foreign ports. Subsequent to the payment of the latter tax, his friend called upon the Register of the city, to ascertain if the law had been correctly observed in this case?—and stated all the circumstances. The Register, we are informed, replied, that in no instance after the first ought the tax to be imposed. Whether similar cases have before occurred we know not; but if the *supercargo* of a vessel, although a foreign bottom,

is referred to, either by the letter or spirit of the law in question, we cannot perceive it; for we consider a *supercargo* as much an officer of the vessel, as the captain, and in some instances his authority is paramount. The features of the law will be found in the following extract:

IMPORTATION OF PASSENGERS.

It is made the duty of every master or commander of a vessel, arriving from a foreign port, or from any port of the United States, who shall enter said vessel at the Custom House in the city of Baltimore, to report in writing, on oath, to the Mayor or Register of said city, the condition, age, &c. of every alien passenger on board—and within forty-eight hours after the entry of said vessel, to pay in respect of each and every passenger he may have on board, who shall be above the age of five years, one dollar and fifty cents, to said Mayor or Register. And if any alien passenger, brought by such vessel, shall be permitted or suffered to land within said city, before payment is made in respect of any such passenger, the master or commander of such vessel shall forfeit and pay the sum of one hundred dollars for every person so suffered to land as aforesaid.

A subsequent act of Assembly exempts from the operation of the above law such passengers as are attached to ambassadors, foreign consuls, &c. in the character of domestics.
[Baltimore Price Current.]

Banks of Maine.

The following table is taken from the abstract of the returns of the several incorporated banks in Maine, as they existed on the Saturday preceding the first Monday of June last:—

Capital stock paid in	-	-	-	\$4,361,500 00
Bills in circulation	-	-	-	1,744,556 00
Net profits on hand	-	-	-	187,886 83
Balances due other banks	-	-	-	143,607 61
Cash deposited, &c. not bearing interest,	-	-	-	620,582 83
Cash deposited bearing interest	-	-	-	181,983 87

Total amount due from the banks \$7,240,117 14

Gold, silver, &c. in banks	-	-	-	\$209,390 45
Real estate	-	-	-	183,761 88
Bills of banks in this state	-	-	-	114,015 62
Bills of banks elsewhere	-	-	-	89,419 40
Balances due from other banks	-	-	-	399,132 64
Due to the banks, excepting balances	-	-	-	6,294,397 68

Total of the resources of the banks \$7,240,117 67

STATEMENT

Of the condition of the Branch of the Bank of the State of Alabama, at Decatur, on the 16th July, 1839.

Immediate liabilities—

Circulation	-	-	-	\$1,289,944
Due to Banks	-	-	-	34,863
Due to Depositors	-	-	-	50,010
	-	-	-	\$1,374,817

Immediate assets—

Specie in vaults and in transitu	-	-	-	\$605,122
Specie funds in New York and in New Orleans	-	-	-	140,517
Notes of other banks	-	-	-	68,844
	-	-	-	814,484
Due from other Banks	-	-	-	50,066
	-	-	-	\$864,550

The immediate liabilities of this Bank have been reduced, since the 26th of February last - \$758,965

Statistical view of the commerce of the United States, exhibiting the value of imports from, and exports, to each foreign country; also, the tonnage of American and foreign vessels arriving from and departing to each foreign country, during the year ending on the 30th September, 1838.

COUNTRIES.	COMMERCE.				NAVIGATION.			
	Value of im- ports.	Value of exports.			American tonnage.		Foreign tonnage.	
		Domestic produce.	Foreign produce.	Total.	Entered the United States.	Cleared from the U States.	Entered the U. States.	Cleared fm the U States.
		Dollars.			Tons.			
Russia	1,898,396	859,047	689,242	1,048,289	12,831	7,253	813	198
Prussia	6,629	65,661	19,283	84,944	—	240	643	1,438
Sweden	854,771	210,745	66,686	277,431	7,221	1,412	6,615	1,639
Swedish West Indies	46,019	74,140	4,281	78,421	298	1,945	—	—
Denmark	27,118	98,081	24,750	122,831	—	880	1,024	1,072
Danish West Indies	1,617,747	949,769	227,417	1,177,096	24,223	33,168	921	719
Netherlands	1,180,897	2,555,979	398,269	2,954,248	10,708	18,501	5,260	12,029
Dutch East Indies	576,396	166,214	329,747	495,961	3,756	11,430	—	—
Dutch West Indies	382,591	204,234	46,915	251,149	14,239	2,948	855	168
Dutch Guiana	54,354	68,775	2,073	70,848	7,262	4,718	—	76
Belgium	239,928	1,340,900	274,051	1,614,951	5,027	13,544	1,334	6,044
England	44,191,851	48,899,888	1,545,188	50,445,076	314,154	344,616	72,369	76,668
Scotland	594,665	1,685,208	10,776	1,695,979	6,153	9,457	7,361	6,387
Ireland	75,162	38,535	—	38,535	1,391	472	7,429	166
Gibraltar	25,621	609,818	152,371	762,189	640	11,496	—	1,911
Malta	16,866	81,955	4,078	86,033	390	857	—	—
British East Indies	675,631	320,505	258,402	578,907	3,697	8,334	—	—
Cape of Good Hope	12,034	22,718	—	22,718	716	1,064	—	312
Australia	30,538	33,546	816	34,362	824	620	—	—
British West Indies	1,635,848	2,080,634	120,218	2,200,852	30,522	56,769	23,389	11,245
British American colonies	1,555,570	2,484,987	238,504	2,723,491	266,320	261,286	370,397	383,156
British Honduras	201,448	89,896	19,300	109,196	2,797	2,406	2,237	1,505
British Guiana	36,043	145,532	522	146,054	1,266	6,992	2,249	1,763
British African ports	—	—	—	—	1,179	309	491	118
Mauritius	—	—	—	—	91	—	295	—
Hanse Towns	2,847,358	2,625,802	665,843	3,291,645	7,402	8,366	34,584	34,542
France on the Atlantic	16,823,112	13,089,649	976,957	14,066,616	81,983	108,056	10,453	16,108
France on the Mediterranean	948,686	1,433,765	283,135	1,716,900	7,166	17,345	3,838	2,891
French West Indies	310,050	430,008	38,889	468,897	11,721	23,168	6,703	1,871
French Guiana	5,302	—	—	—	1,815	1,906	216	—
French African ports	—	—	—	—	—	228	—	—
Spain on the Atlantic	234,200	137,405	12,470	149,875	14,331	5,301	—	1,536
Spain on the Mediterranean	868,336	336,904	2,595	339,499	8,579	1,853	2,754	4,736
Teneriffe and the other Canaries	151,366	34,619	18,686	53,305	3,335	2,177	228	—
Manilla and Philippine islands	386,528	93,214	149,303	242,517	2,347	1,780	—	—
Cuba	11,694,812	4,721,433	1,454,325	6,175,758	184,598	193,746	11,491	10,618
Other Spanish West Indies	2,636,152	692,568	30,484	723,052	48,261	19,538	1,157	2,406
Portugal	296,864	67,970	8,093	76,063	9,649	2,922	1,484	1,041
Madeira	366,274	36,422	4,535	40,957	2,437	3,464	452	—
Fayal and other Azores	32,746	7,566	1,681	9,237	1,114	509	—	68
Cape de Verd Islands	29,174	96,941	8,933	105,874	885	3,224	—	568
Italy	944,238	318,536	141,357	459,893	3,181	3,041	2,103	1,510
Sicily	845,362	25,532	21,813	47,345	10,807	1,012	3,517	1,824
Sardinia	851	—	—	—	—	—	—	—
Trieste	372,378	643,223	125,740	768,963	2,679	4,974	1,477	2,703
Turkey	296,533	142,448	115,461	257,909	2,274	1,295	—	—
Mocha	—	—	—	—	—	233	—	—
Greece	—	7,440	1,590	9,030	—	—	—	305
Morocco, and Barbary States	10,174	—	—	—	646	215	143	—
Hayti	1,275,762	814,421	95,834	910,255	17,120	15,066	2,005	2,914
Texas	165,718	1,028,818	219,062	1,247,880	25,091	28,195	862	397
Mexico	3,500,709	1,040,906	1,123,191	2,164,097	15,538	11,338	1,550	2,725
Central America	155,614	111,910	131,139	243,040	1,580	1,843	—	—
Colombia	1,615,249	406,564	318,175	724,739	9,794	6,823	2,559	1,917
Brazil	3,191,238	2,094,957	562,237	2,657,194	23,037	30,623	276	1,601
Argentine Republic	1,010,908	180,832	56,283	236,665	7,119	3,005	189	169
Cisplatine Republic	18,631	35,762	24,567	60,329	1,473	3,112	—	170
Chili	942,095	1,047,572	322,692	1,370,264	4,266	6,235	—	—
Peru	633,437	163,868	39,531	203,399	196	1,674	—	—
South America, generally	—	1,875	—	1,875	197	115	—	—
China	4,764,536	655,581	861,021	1,516,602	11,821	7,314	—	—
Europe, generally	—	31,759	—	31,759	—	219	—	141
Asia, generally	212,091	105,672	76,159	181,831	1,345	707	—	—
Africa, generally	541,931	390,354	101,548	491,902	4,939	5,925	405	611
West Indies, generally	217	334,639	4,414	339,052	—	13,908	—	4,385
South seas & Sandwich Islands	55,561	60,684	22,153	82,837	54,814	66,396	—	—
Atlantic Ocean	—	—	—	—	2,298	1,193	—	—
Uncertain places	97,186	—	—	—	1,101	—	—	—
Total	113,717,406	96,033,821	12,452,795	108,486,616	1,302,974	1,408,761	592,110	604,166

STATEMENT OF THE COMMERCE

Of each State and Territory, commencing on the 1st day of October, 1837, and ending on the 30th day of September 1888.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.					
	In American vessels.	In foreign vessels.	Total.	Domestic produce.			Foreign produce.		
				In American vessels.	In foreign vessels.	Total.	In American vessels.	In foreign vessels.	Total.
Maine	\$773,643	\$125,499	\$899,142	\$993,363	\$21,713	\$915,076	\$20,021	\$435	\$935,532
New Hampshire	168,686	1,400	169,986	55,896	207	56,103	18,567	—	74,670
Vermont	268,417	—	268,417	132,650	—	132,650	—	—	132,650
Massachusetts	12,857,816	443,109	13,300,925	5,605,308	552,221	6,158,529	2,848,832	97,501	9,104,362
Rhode Island	648,363	8,250	656,613	270,065	—	270,065	21,192	—	291,257
Connecticut	333,752	9,579	343,331	541,454	2,156	543,610	—	—	543,610
New York	62,722,855	5,730,531	68,453,386	13,887,890	2,544,443	16,432,333	4,645,274	1,930,864	23,008,471
New Jersey	1,700	—	1,700	18,332	9,578	28,010	—	—	28,010
Pennsylvania	8,974,118	386,613	9,360,731	2,278,204	202,339	2,480,543	980,965	34,643	3,477,151
Delaware	—	1,348	1,348	19,816	17,028	36,844	—	—	36,844
Maryland	4,968,119	733,760	5,701,879	2,836,116	1,329,053	4,165,169	303,052	56,355	4,524,575
District of Columbia	87,399	35,349	122,748	228,291	138,469	366,760	4,969	1,394	373,113
Virginia	443,518	133,624	577,142	3,542,596	435,290	3,977,885	7,073	1,260	3,986,223
North Carolina	223,687	66,718	290,405	434,411	90,541	524,952	271	—	525,223
South Carolina	1,842,484	476,307	2,318,791	7,610,881	3,406,510	11,017,391	10,313	14,366	11,042,070
Georgia	673,415	102,653	776,068	6,833,213	1,970,826	8,803,839	—	—	8,803,839
Alabama	355,019	169,529	524,548	8,230,519	1,457,530	9,688,049	195	—	9,688,244
Louisiana	7,342,614	2,154,194	9,496,808	26,108,492	3,965,042	30,073,534	1,092,710	332,004	31,502,248
Missouri	15,921	—	15,921	—	—	—	—	—	—
Tennessee	527	—	527	—	—	—	—	—	—
Kentucky	8,932	—	8,932	—	—	—	—	—	—
Ohio	6,460	6,435	12,895	135,706	4,121	139,827	—	—	139,827
Michigan	265,927	2,735	268,662	125,660	—	125,660	—	—	125,660
Florida Territory	126,177	42,513	168,690	44,737	27,246	71,983	30,776	19,773	50,549
Total	103,087,448	10,629,956	113,717,404	79,855,599	16,178,223	96,033,821	9,984,200	2,488,595	12,452,795
									108,486,616

STATES AND TERRITORIES.	TONNAGE ENTERED THE UNITED STATES.											
	American.				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine	348	54,816	2,605	229	98	66,715	3,413	65	1,326	121,531	6,018	294
New Hampshire	42	11,191	450	17	19	1,615	87	-	61	12,806	577	17
Vermont	192	28,480	1,245	-	-	-	-	-	192	28,480	1,245	-
Massachusetts	1,071	211,386	1,907	613	511	38,995	2,333	226	1,582	270,381	13,240	839
Rhode Island	142	27,729	1,497	-	1	295	20	-	13	28,023	1,517	-
Connecticut	93	18,892	1,119	38	5	420	20	-	9	19,312	1,139	38
New York	2,049	515,789	25,540	1,147	1,451	318,763	20,745	227	3,500	844,552	46,285	1,374
New Jersey	3	990	38	-	-	-	-	-	3	990	38	-
Pennsylvania	378	75,342	3,351	236	59	8,359	435	57	437	83,701	3,786	293
Delaware	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	308	54,421	2,512	-	90	22,685	1,085	-	398	77,106	3,597	-
District of Columbia	11	4,464	163	12	9	1,063	63	-	20	5,527	226	12
Virginia	76	18,779	870	2	55	9,711	529	1	131	28,490	1,399	3
North Carolina	168	20,544	1,065	9	82	3,496	231	-	200	24,040	1,296	9
South Carolina	165	37,242	1,648	76	99	27,356	1,143	187	264	64,598	2,791	263
Georgia	108	26,851	1,085	3	56	20,755	826	-	164	47,606	1,911	3
Alabama	122	27,191	1,225	-	32	11,996	512	-	154	39,187	1,737	-
Louisiana	613	139,722	6,357	4	169	43,184	2,252	-	782	182,906	8,609	4
Missouri	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	19	1,141	59	-	48	2,438	156	-	67	3,579	195	-
Michigan	21	1,400	79	-	36	1,540	87	-	57	3,023	166	-
Florida Territory	150	6,525	744	-	46	2,721	320	-	196	9,246	1,064	-
Total	6,079	1,502,974	62,559	2,306	3,696	592,110	34,237	763	9,775	1,895,084	95,796	3,149

STATES AND TERRITORIES.	TONNAGE CLEARED FROM THE UNITED STATES.											
	American.				Foreign.				Total American and Foreign.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine	492	81,647	3,331	237	974	66,419	3,394	63	1,466	148,066	6,725	300
New Hampshire . . .	18	3,187	139	1	19	1,615	87	-	37	4,802	226	1
Vermont	192	28,480	1,245	-	-	-	-	-	192	28,480	1,245	-
Massachusetts . . .	909	185,162	9,157	665	534	43,078	2,717	2	1,443	228,240	11,874	667
Rhode Island	121	21,905	1,175	-	2	347	24	-	123	22,252	1,199	-
Connecticut	114	20,433	1,99	71	5	420	20	-	119	20,853	1,319	71
New York	1,822	453,467	22,232	1,166	1,423	327,256	19,918	198	3,245	780,723	42,150	1,364
New Jersey	5	1,038	43	-	1	230	10	-	6	1,268	53	-
Pennsylvania	286	54,044	2,486	219	55	8,594	416	45	341	62,638	2,902	264
Delaware	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	266	43,538	2,213	-	93	23,163	1,108	-	359	66,701	3,321	-
District of Columbia .	26	4,032	198	1	12	2,393	112	-	38	6,425	310	1
Virginia	169	36,066	1,566	11	65	11,624	627	1	234	47,690	2,193	12
North Carolina . . .	301	39,776	1,988	8	36	3,664	258	-	337	43,440	2,246	8
South Carolina . . .	280	73,881	3,042	120	121	33,536	1,358	205	401	107,417	4,400	325
Georgia	197	61,712	2,361	3	59	21,576	870	-	256	83,288	3,231	3
Alabama	244	70,124	2,877	-	33	12,466	547	-	277	82,590	3,424	-
Louisiana	764	217,126	9,041	2	168	42,147	2,167	-	932	259,273	11,208	2
Missouri	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	36	2,151	110	-	44	3,323	128	-	80	4,474	238	-
Michigan	83	2,737	146	-	19	907	55	-	52	3,644	201	-
Florida Territory . .	166	8,355	742	-	40	2,406	282	-	206	10,663	1,024	-
Total	6,441	1,408,761	65,391	2,504	3,703	604,166	34,098	514	10,144	1,401,227	99,489	3,018

THE CULTIVATION OF OPIUM.

In India the extent of territory occupied with the poppy, and the amount of population and capital engaged in its cultivation and in the preparation of opium, are far greater than in any other part of the world. Malwa, Benares, and Behar, (Patna) are the chief localities; and nearly every chest of the drug exported from India bears one of their names, according to the part of the country in which it was produced. About one-half of the whole product of India is obtained from Malwa. Though the chiefs of Malwa are under British protection, the management of the soil is entirely beyond the Company's authority, and both the cultivation of the poppy and the production of opium are free. The traffic in the drug is also free, excepting "transit duties," which are levied upon it when passing through the British territories, as most of it does on its way to Bombay, from whence it is exported to China. But in Benares, Behar, and throughout all the territories within the Company's jurisdiction, the cultivation of the poppy, the preparation of the drug, and the traffic in it, until it is brought to Calcutta, and sold by auction for exportation, are under a strict monopoly. Should an individual undertake the cultivation, without having "entered into engagements with the government to deliver the produce at the fixed rate," his property would be immediately attached, and the ryot* compelled either to destroy his poppies, or give securities for the faithful delivery of the product. Nay, according to a late writer, "the growing of opium is compulsory on the part of the ryot." Advances are made by Government through its native servants, and if a ryot refuses the advance, "the simple plan of throwing the rupees into his house is adopted; should he attempt to abscond, the peons seize him, tie the advance up in his clothes, and push him into his house. The business being now settled, and there being no remedy, he applies himself, as he may, to the fulfilment of his contract."

Vast tracts of land, formerly occupied with other articles are now covered with poppies, which require a very superior soil in order to produce opium in perfection. Hence its cultivation has not extended over waste and barren lands, but into those districts and villages best fitted for agricultural purposes, where other plants "grown from time immemorial" have been driven out before it. But though poppies are now spread over a wide extent of territory, the cultivation is still, as it has long been, rapidly on the increase. In 1821, in the single district of Sarun, belonging to the province of Behar, there were, according to the testimony of Mr. Kennedy (many years collector of land revenue and deputy opium agent in that district,) between 15,000 and 20,000 bigahs of land (about one-third of an acre per bigah) then under cultivation. In 1829, the amount was nearly, or quite doubled, and the produce, in the meantime, had increased in a still greater degree.

The mode of cultivation pursued in the "Patna district," may afford a good idea of that which obtains in other places. The ryot, having selected a piece of ground, always preferring (*ceteris paribus*) that which is nearest his house, encloses it with a fence. He then, by repeated ploughings, makes it completely fine, and removes all the weeds and grass. Next he divides the field into two or more divisions, by small dikes of mould, running lengthways and crossways, according to the slope and nature of the ground. He afterwards divides the field into smaller squares by other dikes leading from the principal ones. A pit or sort of well is dug about ten feet deep at one end of the field, from which, by a leathern bucket, water is raised into one of the principal dikes, and in this way it is carried into every part of the field, as required.

This irrigation is necessary, because the cultivation is carried on in the dry weather. The seed is sown in November, and the juice is collected in February and March, during a period usually of about six weeks. Throughout the whole process the ryot is assisted by his family and servants, both women and children. As soon as the plants spring up, the

weeding and watering commence, and are continued till the poppies come to maturity. Perpendicular cuts or scratches are then made in the rind of the bulbous heads with a musle shell, found in all the tanks of the country. From these cuts the juice exudes, and is daily collected and delivered to the local officers. This is a very tedious process, requiring constant attention. When the poppies are exhausted, their colour changes from green to white.

The seeds contain no opium, and the labours of the season are now closed. The cultivator receives about three and a half rupees (Sp. Dia. 1. 65) for each seer* of the poppy juice, which is required to be of a specified consistency. This must be such that a gomastah can take it out of the vessel in which it is brought for delivery by the ryot, and turn it over without its dropping off his hand; if it is not sufficiently dry to admit of this, it is either returned to the ryot for further evaporation, or an additional quantity must be delivered to make up the deficiency.

The lands under cultivation are measured every year, and their boundaries fixed, in order to prevent collision among those to whom they are assigned. The government annually enters into an engagement with the cultivators, through an intermediate agency, constructed in the following manner:—There is, first, a collector who is an European; 2dly, there are gomasthas, a superior class of men, both in education and caste; 3dly, sudder mattus, a respectable class of land holders; 4thly, villagers mattus, the principal villagers, a little superior to the ryots; and 5thly, the ryots, the chief labourers in the cultivation of poppies.

The "engagement" entered into with the government is this: When the poppy is ripe, and immediately before the period of extracting the juice, the gomastah and his establishment make a circuit of the country, and form "by guess," a probable estimate of the produce of each field. He then makes the ryot enter into an engagement with him to deliver the quantity thus estimated, and as much more as the field will yield, at the price previously fixed; if he fails to deliver the estimated quantity, and the collector has reason to suppose he has embezzled the deficiency, he is empowered by law to prosecute the ryot in the civil court for damages.

The product in India for the last year, it is said, amounts to about 35,000 chests. The Malwa averages about 134 lbs. per chest; the other 116 lbs. The weight of a chest, however, varies, and is sometimes 140 lbs. In Turkey, the product may be 2,000 or more chests, annually. In regard to China, we have only the testimony of the councillor Choo Tsun, respecting his native province, Yunnan. The poppy, he says, is cultivated all over the hills and open campaign, and the quantity of opium annually produced there cannot be less than several thousand chests.

From the foregoing statements, derived chiefly from official documents, the reader will be able to form some opinion as to the extent of territory, and the amount of population and capital now devoted to the production of opium. Taking into account the whole of Turkey, China, and India, it will be seen that many thousand acres, with millions of the inhabitants, are employed in the cultivation of poppies.—*Iniquities of the Opium Trade.*

BOSTON AND LIVERPOOL STEAM PACKETS.

The Committee of citizens, authorized by the public meeting of last Friday to select a suitable site for a spacious Wharf and Depot, for the accommodation of the Steam Packets between Boston and Liverpool, have decided in favour of East Boston. This Committee consisted of twenty-four of our most intelligent citizens, selected from the most active merchants, manufacturers, mechanics, lawyers, capitalists—thus embracing all practical interests in the community.

We learn that on Saturday last, the committee delegated a sub-committee of five to confer with Mr. Cunard, examine the different points of landing, and consider such proposals as might be made by the proprietors of wharves and land

* The ryot is the immediate cultivator of the soil.

* The seer = 1 lb. 13 oz. 13 866 dr. avoirdupois.

bordering on deep water. After a patient examination of all the favourable places, and a careful and impartial consideration of the advantages of each, the sub-committee reported four to one in favour of East Boston. A meeting of the whole Committee was notified to meet yesterday at noon, to hear the Report of their sub-committee. After a deliberate consideration, twenty members being present, the Committee accepted the Report of their sub-committee—yeas 18, nays 2. Thus has this important question been settled; by an overwhelming vote, to the entire satisfaction of Mr. Cunard, and it is gratifying to find that after mature consideration, so much unanimity prevailed in the Committee.

The outline of the arrangement is this: The East Boston have agreed to build a suitable Wharf and Depot at their own expense, and to guarantee the transport of merchandise imported in the Steam Packets over the ferry, free of toll. This liberal offer of the East Boston Company not only supersedes the necessity of raising a large sum of money by subscription, but meets at once the objection urged by some in regard to tolls. We learn, moreover, that a lease could not be procured of Union Wharf, the most suitable place in Boston proper.

In arriving at their conclusion, the Committee not only took into consideration the natural advantages of East Boston, and the liberal offer of that Company, but the practical operation of giving accommodation to the line on this side of the channel. As steam ships require much more room than ordinary vessels of the same capacity of freight, if these steamers should have the exclusive use of any one of our large wharves, it would exclude accommodations to sail ships of twice the capacity of the steamers. This would be a serious inconvenience to many ship owners. Goods imported in the Steam Packets would be more valuable compared to their bulk, than those imported in ships. While therefore the more bulky articles of merchandise would be accommodated with a landing on Boston proper, the more precious and less cumbersome articles of the character imported in the steamers, could, with the more convenience, be landed at East Boston, whence they could be received here free of toll. We learn, moreover, that the line of British Steamers between Bristol and New York, do not approach nearer than 12 miles to Bristol. This distance proves to be no impediment to the acquisition of freight in those vessels. Whether, therefore, our line of Steamers approaches half a mile nearer or remote from the centre of business, is of small moment, so far as concerns passengers or valuable freight.

We learn that the East Boston Company propose to construct a wharf 1,200 feet towards the channel, admitting of a slip for the steamers of 250 feet in length, and of sufficient capacity to hold the vessels, with a pier on each side, the one as a depot for coal, and the other for the reception and shipment of passengers and cargoes. The slip will be on an imaginary line, drawn from the end of Long wharf, to a point near the Eastern Railroad depot. This slip or dock will meet the steamers in deep water, and always secure them an easy ingress and egress. As the dock will have a southern aspect, the steamers will always be sheltered from the effects of northeastern storms. This is no small advantage. As the ferry boats have the effect to keep this part of the harbour free of ice, no interruption will be experienced in the coldest of weather.

We have stated that this arrangement is entirely satisfactory to Mr. Cunard. On this point it may be proper to remark, that this gentleman has had no ulterior views distinct from those of the citizens of Boston. All he asks is, for a suitable place for the reception of his vessels, on which he can rely for a permanency. This preliminary being conceded he is anxious that we should all be satisfied, and it is of little concern to himself, whether the depot be on one side of the channel or the other. He has, therefore, entered into none of the local interests that have been developed in discussing the subject. Entirely free from local predilections, we are, however, authorized in saying, that he is entirely satisfied with the present arrangement and its location, without any disparagement to any other.—*Centinel*.

ACCIDENT ON BOARD THE STEAMBOAT NARRAGANSETT.

NEW YORK, Aug. 14.

An accident occurred on board the steamer Narragansett, Capt. Child, on her way from Providence to this city, by which several persons were badly scalded. The working machinery is in the centre of the boat, with a passage way on each side, and a tier of berths. Owing to a temporary obstruction to the supply pipe, the condenser became overheated, and when water was let in, so much overflow was produced in the reservoir, that a small quantity of hot water was thrown, and fell upon the berths immediately opposite.

Mr. Bigelow Coffin, of Boston, was so unfortunate as to occupy the berth into which most of the water fell, and he was badly scalded on the side and leg, so that the flesh was laid bare from his breast to his feet.

Benjamin Francis, a coloured waiter, was asleep at the time on a settee directly where the water fell, and was badly scalded in the back.

Mr. Eben N. Stratton, of Baltimore, (formerly of Boston) was in a near berth, and more slightly injured.

An alarm immediately spread through the boat, which was crowded with passengers, and several gentlemen who lay near the spot, on stepping out had their feet scalded by the small quantity of water upon the floor, viz.

Mr. Henry Beal, of Boston, feet blistered badly.

Mr. Lathrop Wight, of Boston, do. do.

Mr. I. N. Taylor, of New York, do. slightly.

Several physicians were on board, among them Dr. Francis of New York, Dr. Moriarty of Gloucester, Mass., Dr. Foster of —, so that all possible care was taken of the wounded men immediately, and they are this morning comfortable, and most of them able to return to their homes without much delay.

The following statement of Capt. Bunker, one of the Government Steam Inspectors, will explain the cause of the accident which occurred last night on board the steamer Narragansett; and will sufficiently exonerate the proprietors and officers of the boat from all cause of censure for the unfortunate results.

"On examination of the machinery of the Narragansett this morning, I found from the account I received from the Engineer of the boat, (a very competent person) that the injective pipe for the introduction of cold water into the condenser, had been obstructed from an accumulation of seed weed, or some similar cause; (a common occurrence in the navigation of the Sound) in consequence of which the condenser ceasing to condense, became violently heated, upon discharging which the Engineer then very properly opened the additional injective pipe to restore the usual action of the engine.

"In all probability during this interval, two full discharges of steam had passed from the cylinder into the condenser; and when the second injection pipe was opened, the draught created thereby into the condenser, caused an immediate rush of the water, thus excessively heated, into the reservoir in such volume as to produce its immediate overflow with a force to precipitate it through the door by the side of the machinery, and so scald the unfortunate passengers who were in its vicinity.

"In this unpleasant occurrence, I can attribute no defect to the machinery of the Narragansett, and no want of skill or conduct to the Engineer. He pursued the same course which my own experience would have prompted me to do in like circumstances. I should have never apprehended injury from such a cause, having often known a like occurrence without any serious consequences, or even cause of alarm."

ELIHU BUNKER.

New York, 14th August, 1839.

St. Louis.—There were one hundred and sixty-nine steamboat arrivals at the city of St. Louis during the month of July last, and one hundred and forty-five departures. The Commercial Bulletin gives the above statement as evidence of the increasing commerce of St. Louis.

COMMERCE OF LOUISIANA* From 1804 to 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn by paid on foreign merchandise expended.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1804	1,392,093	208,269	1,600,362	. . .	285,729	1,820	5,466 49
1805	2,338,483	1,033,062	3,371,545	. . .	435,140	97,111	8,361 12
1806	2,357,141	1,530,182	3,887,323	. . .	551,321	166,069	9,735 33
1807	3,161,381	1,159,174	4,320,555	. . .	658,211	130,302	12,778 68
1808	537,711	723,390	1,261,101	. . .	171,475	75,297	13,629 56
1809	344,303	197,621	541,924	. . .	149,119	7,669	9,805 86
1810	1,753,974	136,978	1,890,952	. . .	270,386	19,310	11,386 45
1811	2,501,842	148,208	2,650,050	. . .	166,029	6,091	11,713 90
1812	1,025,602	34,869	1,060,471	. . .	165,109	5,710	12,182 03
1813	1,013,667	31,486	1,045,153	. . .	235,982	5,792	5,708 86
1814	383,709	3,482	387,191	. . .	100,435	2,367	6,952 53
1815	5,055,858	46,752	5,102,610	. . .	944,399	590	13,766 43
1816	5,251,833	351,115	5,602,948	. . .	1,329,616	44,077	8,348 16
1817	8,241,254	783,558	9,024,812	. . .	1,164,261	146,471	10,988 86
1818	12,176,910	747,399	12,924,309	. . .	. . .	. . .	20,352 60
1819	8,950,921	817,832	9,768,753	. . .	983,768	103,713	20,046 45
1820	7,242,415	353,742	7,596,157	. . .	471,173	54,569	14,325 42
1821	6,907,599	364,573	7,272,172	3,379,717	793,260	24,623	16,244 45
1822	7,308,461	675,184	7,978,645	3,817,238	849,350	24,563	13,922 52
1823	6,769,410	1,009,662	7,779,072	4,283,125	904,457	121,269	11,634 61
1824	6,442,946	1,485,874	7,928,820	4,539,769	911,971	230,242	11,270 84
1825	10,965,234	1,617,690	12,582,924	4,290,034	1,117,372	310,436	11,797 31
1826	9,048,506	1,235,874	10,284,380	4,167,521	943,281	248,410	15,357 27
1827	10,602,832	1,126,165	11,728,997	4,531,645	1,409,194	179,796	13,562 16
1828	10,163,342	1,784,058	11,947,400	6,217,881	1,423,477	329,457	19,447 72
1829	10,898,183	1,487,877	12,386,060	6,857,209	1,850,915	235,531	18,737 25
1830	13,042,740	2,445,952	15,488,692	7,599,083	2,087,451	495,002	13,234 27
1831	12,835,531	3,926,458	16,761,989	9,766,693	2,590,922	1,039,172	16,408 57
1832	14,105,118	2,425,812	16,530,930	8,871,653	1,647,961	1,078,227	21,888 88
1833	16,133,457	2,807,916	18,941,373	9,590,505	1,474,390	717,116	18,350 44
1834	23,759,607	2,797,917	26,557,524	13,781,809	1,554,019	584,332	25,241 35
1835	31,265,015	5,005,808	36,270,823	17,519,814	2,477,950	941,085	28,244 93
1836	32,226,565	4,953,263	37,179,828	15,117,649	2,265,592	1,024,156	26,744 92
1837	31,546,275	3,792,422	35,338,697	14,020,012	. . .	. . .	31,383 83
1838	30,077,534	1,424,714	31,502,248	9,496,808	. . .	. . .	39,593 08

* Purchased from France in 1803—territory till 1812, when it was admitted into the Union

We observe that our tables of the commerce of New York and Pennsylvania have been republished (without however being credited to this work) in Hunts' Merchants Magazine, an excellent periodical, published in New York.

COPPER MINE.

There has been opened within a few weeks, a Copper Mine in the neighbouring town of Topsfield, in this county. It is in the southwest side of the town, near the Danvers and Middleton lines. It promises thus far, we understand, to yield a good quantity and quality of this metal.

This mine is not a recent discovery, but the revival of an old one. The history of it is substantially this:—Some seventy years back there was living in the town of Topsfield, or its near vicinity, an Englishman by the name of *Bunting*. He was of a scientific turn—solitary and meditative in his habits, and spent much of his time in wandering about in the then extensive woods of that region. In one of his rambles, in passing over the location of the mine in question, he saw evidence of the presence of copper ore—This led him to further investigation. An excavation was made, and some ore obtained, which upon the process of smelting was found to yield copper. He made known his discovery to the owner of the land, and entered into an agreement with him for the working of the mine upon the condition that Bunting should do it at his own cost, and give the proprietor of the field one-sixteenth part of the copper obtained. Accordingly, a pit was opened to a considerable depth, which not yielding very abundantly was abandoned, and a second tried, which produced more freely. A large quantity of the ore was thus dug—enough to laden one vessel of considerable size, and shipped for England from this very port—we believe—there to be smelted. Bunting arrived in England with his ore—but was taken sick, and died soon after his arrival. What was done with the ore, or how

it remunerated the expense of so long a transportation, does not appear. The project seems to have died there with the projector. Bunting not returning to this country, and no tidings being heard of him, it was very naturally supposed to have resulted in a total failure. Accordingly, the mine was neglected, bushes sprang up on the spot, and it was soon forgotten. It has always gone by the name of the "Mine Lot," and has frequently changed owners.

Within a very few years past, a descendant of Bunting, in England, inherited some property of his; and among other things some of his papers came into his hands. Among them he discovered the very agreement relating to the working of the Copper Mine—describing it as situated in "the Colony of Massachusetts, North America, &c." The young man not knowing but that an immense fortune was here buried in the earth for him, undertook, with his papers, a voyage to the United States. He visited the office of the registry of deeds, in this city, to ascertain by ancient records the location and identity of the mine which was the object of his search. Upon inquiry concerning the matter being made in Topsfield, a recollection of the old affair and person was awakened in the memory of an aged individual there. Suffice it to say, that traces of the two pits were discovered, almost obliterated by time. Whether the agreement was not still binding—or whether the young Englishman did not consider the object worth further pursuit, or whether he sold his right and title, we do not know. He shortly after left the country. Some enterprising individuals of late have purchased the "lot"—and the digging of the ore is now going on with flattering prospects.—*Observer*.

From the London Bankers' Circular of July 12.

INFLUENCE OF THE BANK OF ENGLAND ON THE COTTON TRADE.

The condition of the Bank of England and its consequences being the principal subject now agitating the minds of almost all men of business, and that condition having a close connexion with the state of the cotton trade, we propose to examine some of the circumstances illustrative of that branch of business, more particularly that section of it which consists of dealings in the raw material. The preliminary facts necessary to be adverted to, in order to obtain a more clear and comprehensive view of the whole question are of high interest and great importance for all times and seasons; and we desire that they may be borne in mind as such by all who desire to consider the subject soberly and dispassionately, because it is impossible for us now to advert to them in any other than the briefest manner.

It may be remembered how earnestly and frequently, in the early part of 1836, we dwelt upon the dangers incident to our commerce with the United States, from the enormous spread of banks, and the extension and multiplication of banking facilities which had then taken place, and were still in progressive increase in that country. In some cases so remote, in point of time, are the consequences from that which produces them, that we now see, after the lapse of three years, one of the untoward effects resulting from that cause is the embarrassing present condition of the cotton trade in all its ramifications of dealings in the raw material and manufacturing operations which has marked the last six months. It will exercise a powerful influence in its receding action for years to come. In its advancing progress it caused an undue proportion of capital and labour to be directed to the cotton plantations, and production was stimulated to an excess utterly incompatible with any rational calculation of an unbroken and continuous vent for the raw product at remunerative prices. Hence the extraordinary weight of cotton gathered in the years 1836 and 1837. We believe, that the excess raised in the first of those years, beyond what the wants of the manufacturers of Europe and America required, was not less than 150,000 bales; and this residue of 1836 being brought to market, together with the still greater crop of 1837, mainly caused the low prices which prevailed throughout the first six or eight months of 1838, notwithstanding the greatly augmented consumption effected by the unprecedented increase of mechanical power. This extraordinary stimulation of production of the raw material, and of the products made from it by our machinery, in the years 1836 and 1837,—in both cases, be it observed, produced by the same agency, viz. the increase of banking power,—acting together with the effects of the commercial convulsion, which were in full force about the middle of 1837, opened a free and tempting field for the operations of the German and Russian buyers in the Manchester market. Consequently, in the summer and autumn of that year, they laid in heavier stocks at low prices than at any antecedent period; and these stocks purchased in 1837 having largely contributed to the supply of their wants up to the present time.

This, we think, satisfactorily accounts for the absence of those extensive orders for twist which were expected throughout the summer of 1838; because all the customers, in all the grades of distributors under the importing German and Russian merchants, had then become habituated to low prices, and had fixed their minds so intently on the low level that they—shopkeepers, agents, hawkers, and wearers—were determined to exhaust their stocks before they could be induced to make fresh purchases at prices much above the range which had afforded them all satisfaction. Men are naturally wary and cautious in replenishing stocks when they have to give higher prices than those at which their warehouses and shops had been cleared. Time alone can correct this evil of unnaturally low prices, by which we mean prices that must, eventually, entail distress and ruin instead of prosperity upon some one or other of the classes engaged in raising, manufacturing, and distributing the thing sold. Now, the time when a cure for it is about to be applied is just about this midsummer, for, whether we look

at home trade or at the foreign demand, buyers in the Manchester market would not now be few and timid, if the Bank had not, at this critical juncture, sounded the alarm, "Wait, wait, for you shall have goods cheaper." We enter not, on the present occasion, into the question whether the cause of the bad trade so long prevalent in Lancashire be the high prices of food, disabling the great mass of consumers in our own country from buying customary clothing, or that to which we have above more deliberately referred; this sort of analysis would be useless, because all will admit, that the cause may be traced to both these sources, however they may differ as to the proportions of the results appertaining to each. The fact of the woollen, worsted, silk, and all the metallic trades having suffered comparatively little, notwithstanding a high range of prices obtaining in all of them, seems to us to point clearly to the falling off in the anticipated foreign demand for twist as the principal cause of the distress in Lancashire, where the proportion of the population dependant on foreign demand is much greater than in all other countries. It is furthermore unnecessary to enter into this disputed question, because, if obstacles had not been unwisely thrown in the way of rectification, this is the point of time when remedial operations would have been in satisfactory action, the promise of a good harvest, the abundance of potatoes and other esculent vegetables now coming in, would have corrected the one, and the exhausted stocks of goods and the full coffers of the continental banks, replenished with our corn purchases, the other.

Bearing in mind, that the primary cause of our present troubles is the excessive action of banking stimulations coming into collision with the necessities of the Bank of England, we proceed, after this brief advertence to that most important part of our subject, with an attempt to exhibit the actual present condition of the cotton wool trade. We shall presently endeavour to show, how essentially necessary it is to give a close attention to that primary cause, from the bearing which its retro-action must have on future supplies of the raw material. We, who have been looking with apprehension at the effects of high prices of cotton, and how repeatedly, since October last, cautioned our subscribers against indulging in sanguine expectations of success from speculating in that article, have a right, now that it has fallen full twenty-five per cent. since March last, to ask for attentive consideration of our present views. We claim nothing beyond this, for, in truth, the event having so far borne us out, is no absolute proof that our opinions were, at the time, better grounded than those of parties who adopt the opposite; it only shows that our minds were earnestly directed to one powerful cause, which men immersed in business are too apt to neglect, and that it has a more active and durable influence on trade than any one imagined—a position which, we think, the following facts will demonstrate.

It is now, we believe, ascertained, that the produce of the American cotton plantations in the year 1837, was 1,700,000 bales; which, with 150,000 left over, chiefly in the hands of the planters, from the produce of the previous year, swelled the actual quantity brought to market as high as 1,850,000 bales. The necessities and distress of the planters, caused by the imperative demands of their creditors, and the exigencies of the banks created by the money panic of 1837, had the effect of clearing out all stocks held in the ports and cotton growing districts of the United States; yet, so great was the consumption during the first six months of 1838, that, notwithstanding the extraordinary supply of that year compared with the supply of 1839, the stock on hand was less than it is at present. We quote the following from a trustworthy broker's circular, dated the 6th of July:

Stock of Cotton in Liverpool on the

6th of July, 1839.		7th of July, 1838.	
American,	447,530	American,	393,000
Brazilian,	25,580	Brazilian,	37,600
Egyptian,	9,930	Egyptian,	7,000
West Indian,	5,200	West Indian,	10,700
East Indian,	14,670	East Indian,	20,300
Total bales and pkgs. 522,910		476,300	

We will now look at the exports of Cotton, taken from the "New York Shipping List," of June 19, 1839:

	Exports to Great Britain.	Continent of Europe.	Total ex- ported.	Stock on hand.
June 19, 1839,	643,326	239,420	882,746	234,429
June 19, 1837,	940,243	362,577	1,302,826	247,980
Estimated receipts from the above date to Octo- ber 1, 1838,				140,000
Do. 1839,				50,000

The falling off in the quantity sent forward to all the American ports, for foreign shipment or domestic consumption, has been ascertained by the actual number of bales received at those ports up to the 19th of June, 1839; subsequent to that date, the supposed total deficiency rests on an estimate, but one of a careful and trustworthy character:

From the 1st of January to the 22d of April, 1839, the number of bales received at all the American shipping ports, was less than it had been at the same date 1838, by				bales 263,000
Do. to the 13th May,				304,000
Do. to the 19th June,				402,000
Do. to the 6th July, (when the steamer, in course, is expected to sail) estimated at				420,000
Do. to the 1st August, when the British Queen is expected to sail,				450,000
The defalcation in the supply is now reduced so nearly to a certainty, that it is quite safe to assert that its magnitude cannot be less than is here set forth.				
It is also pretty accurately determined, that the last year's crop of American Cotton will not yield more than				bales 1,400,000
Whereas, that from the crop of the previous year, (1837) together with the old stock clear- ed out, amounted to				1,850,000
Leaving a deficiency of				450,000

It is believed that much less will be brought forward from the 1st of August to the 1st of October, (the end of the imports of the produce of the previous year,) than was brought forward in the same period of 1833; and that the quantity sent to Europe will be less by 475,000, namely, that it will not altogether exceed 1,100,000 bales, in the place of 1,575,000 sent in 1838. It is also said, but we cannot positively vouch for the fact, that the bales, on an average this year, are from five to seven per cent. lighter than in 1838.

Now, we ask, is this statement correct? Whether it be so or not, is a point which can only be absolutely proved in all its parts by time; but we rely implicitly on its accuracy. Ships are leaving ports in ballast, and freights have been reduced from 1 5-8d per lb. to 1 3-8d per lb., which would not take place if their owners had any prospect of employment. These figures show a falling off in the value of the products of industry in a single commodity, exceeding four millions sterling; the next largest product, the subject of export, viz. tobacco, is in a similar state; and this happens to a people struggling to pay their debts to England, and, as far at least as we are concerned, acting honourably up to their engagements to the utmost of their power. Is it fit and becoming in us, especially in any one placed in high authority among us, to meet the exertions of this people to effect an extrication from their difficulty and distress, by taunts and menaces? If they have made efforts to protect themselves from ruin, even by unsanctioned means, ought we not to regard their proceedings with moderation, forbearance, and sympathy? We speak advisedly when we say, that a bitter spirit of rancour and hostility towards us is generating throughout the Southern, Western, and Eastern States, because the inhabitants attribute their distress and suffering to the measures of the Bank of England, the necessity for which they cannot comprehend. Conventions of the people for the purpose of counteracting those measures, and of placing the industry of the United States more out of the power of England, are now proposed and vigorously canvassed, and a fierce national spirit is beginning to disseminate its baneful influence among our best customers. Instead

of being a light matter, upon which men in power may safely venture insulting provocations, it is one of the gravest import, for the political considerations involved in the issue.

We proceed from this view of the actual present state of the cotton-wool trade to its prospective condition; for nothing can be of higher interest to the manufacturers of Lancashire than that which constitutes the basis of their operations in business. When turning our observations in this direction, we can discover nothing of a permanently satisfactory character for our cotton spinners as a body. They have now an immensely augmented capital sunk in machinery, (it having been increased prodigiously in the three years terminating with 1837,) and even if the vent for their products be free, and the prices of yarn and goods occasionally remunerative, a quantity of the raw material, adequate to their wants and the exigencies created by their costly mills, cannot, for two or three years at least, be procured. They will, in the mean time, be forced to adopt the system practised by the coal masters of Dublin and Northumberland, of restricting the supply of their products brought to market; and combinations will be formed and carried into effect whenever the pressure of adverse causes, as it has done latterly, presses severely on their interest. We commend the spinners of Staley-bridge and Ashton for adopting this expedient; it is the only one, hurtful and injurious though it be, which can effectually protect their interests, and prevent their capital, sunk in mills, engines, and spinning gear, from becoming valueless. Their last mutual compact to refrain from working their factories was for one month; it has, we believe, been faithfully carried out, and it expires this week. Whether it will now be renewed, when cotton has sunk in price full twenty-five per cent. we are not informed. The spinners have learnt the art of resisting a combination to keep up prices sustained with the power of money, by assuming a stand-still attitude, which must always be successful, if the combination be absolutely binding, and a sufficiently extensive range be given to its operation. It is, however, a fearful expedient for the interests of capitalists and their labourers, and must, if frequently resorted to, produce extraordinary disturbances and changes in the channels of trade.

We thought it right, in the last paragraph, to place the new method of protecting themselves which the spinners have adopted prominently in view, before we entered upon an examination of the adverse action which will certainly, at no distant day, be found pressing on their interests. Almost the sole cause of this contemplated adverse action, is the diminished power and embarrassed condition of the Banks of the United States, and especially of the Southern States, which absolutely preclude them from extending adequate pecuniary assistance to the planters to enable the latter to keep up the supplies of cotton. The quantity for two or three years must fall off, and be out of proportion with the exigencies created by the extended application of mechanical power in this and other countries. On this subject, we avail ourselves of an extract from a valuable communication with which we have been favoured by a gentleman at New York. It is written by a person whose statements, we have found from experience, are always to be relied on; with whom, indeed, we have scarcely ever differed, except on that important point, viz. the probable range of the prices of cotton at this period. And, although the event has, in this case, proved us to have been right, we are now by no means sure, that his grounds were not, at the time of discussing the subject, better than ours. We, therefore, gladly adduce this gentleman's view of the cotton trade, regarding future supplies.

"The actual quantity of cotton grown in 1837 was not over 1,700,000 bales; the season was favourable throughout the South, beyond, I believe, any former occasion; the attention of the planter was withdrawn from raising his own provisions to an extent never known before, as the troubles of that year (1837,) did not come on soon enough for him to adopt the opposite plan to which he has since been driven, of raising his own corn, &c. Knowing these things, and verifying them as far as I could, by personal observation and inquiry, my mind was fully made up as early as this time last year, (June,) that, under no possible circumstances, could

the crop reach 1,600,000* bales. Now, with equal confidence do I say, that the present growing crop cannot exceed 1,650,000. The drought of last summer and fall cut off a much larger proportion of the corn than of the cotton, or the increased cultivation of the former would now enable the planter to devote much less land to it than he is compelled again to do this year.

"The condition of the banks in the South is nowhere such as to enable them to grant increased accommodation; and, as you must have seen, those in Alabama and Mississippi (which together furnish more than half of our entire crop by enumeration of bales, and fully two-thirds in actual weight,) have yet to resume specie payment. In fact, the commercial credit of those two states may be said to be wholly annihilated for the present. To avoid executions, not less than two hundred plantations in Mississippi have been abandoned, and the negroes carried off to Texas! where, for any purpose they can serve in raising cotton for years to come, they might as well have been locked up by the creditors of those planters in jail, as hundreds and thousands of others have been at the time they ought to have been employed in preparations for the ensuing crop.

"Every one who has been in Mississippi says, the reports of distress are far short of the reality. On returning his writs into court unexecuted, the sheriff universally endorses them G. T., gone to Texas. In the course of six or seven years, Texas will undoubtedly export a considerable crop of cotton; but, as credit is even lower there than in Mississippi, and the emigration of all classes thither is numerous, the chief employment must be the raising of corn, &c. Under the highest state of credit in the South Western States, in 1834, 1835 and 1836, it required three years to bring the new plantations opened there in a full state of production."

These representations are so completely borne out by other letters and oral statements communicated to us, concerning the condition of the banks, and of their debtors in the Southern States of the great republic, that we have no doubt of their constituting a case of the greatest import for the interest of the cotton manufacturers of our own country. We recommend our friends to turn to what Dr. Smith wrote, upwards of seventy years since, descriptive of the sudden rise and sudden fall of the Ayr Bank, and its consequences on industry, in his chapter on Money. What he there very properly treats as a matter of prodigious interest, on account of its instructive character, would be thought, in our day, a case of the smallest imaginable public importance, the paid up capital of that Bank being under £130,000, and its circulating notes £-00,000. But diminutive as it is, compared with the gigantic exhibition of the effects of suddenly created money power, and its abrupt extinguishment in the cotton districts of the United States, all that he says concerning the expensive process of drawing and re-drawing bills, of circulating (accommodation) bills, of employing agents to borrow money, of the exchange between Carlisle and London being at par, while the exchange between Dumfries (thirty miles from Carlisle) was four per cent. against Dumfries, is forcibly illustrative of the state of things now prevailing in the Southern States of the American Republic. The greatest and most extensive development of banking power ever brought suddenly to foster the industry of a country, except perhaps that of British India, illustrated by the failures of the Calcutta bankers, showing debts amounting to eighteen millions sterling, has, in the cotton-growing districts of the United States, been scattered to atoms. All the goals of that vast district are filled with slaves taken in execution as chattels, for debts due to banks, and merchants; debtors are chartering steamboats to take off by night every particle of moveable property, and are proceeding to settle themselves in Texas, out of the reach of the law. None but wealthy planters can remain, and if these can obtain from distant banking institutions, or, vicariously, from British merchants, one-half of the credit accommodation which they could command for

several years ending 1837, that would exhibit a degree of stability and responsibility beyond our expectations.

What must be the effect of the operation of this powerful cause on the supply of the main product of their industry—cotton. It is, in its magnitude, a creation of the banking power, and must, in great measure, follow the consequences of the annihilation or suspended animation of that power. Therefore we say, that the prices of that commodity are unnaturally low—all circumstances considered. We have all along contended, that if prices should fall 2d. per lb. from the highest level of March, the spinners, and the foreign buyers of twist, might safely proceed with their operations; this was before it could by possibility be ascertained, that the defalcation in the supply would be so great as it is, we think, herein proved to be. The fall of price, instead of 2d. per lb. is virtually 3d.; for, although nominally it may be only 2½, yet a man would have bought with eagerness in March that thing at 9½d., which he could not now sell without difficulty at 7d. per lb. We, therefore, conclude that the prices of cotton wool will never be, in any succeeding month of this year, so low as in the month of July. Some of the best informed Liverpool merchants and bankers expect the prices will fall until after the heavy engagements due in July and August have been provided for; it may be so, though we have great doubts even as to that point; no man can measure the strength of a wave or define its range; but we repeat with more confidence than we felt on the 4th January concerning the prices of wheat, that the little price current charts will hereafter mark July as the month of lowest prices for cotton in the year 1839. And we hope the inconsiderate folly of the great and mighty arbiters of prices may not lead to the effect of placing the British manufacturers at the mercy of the banks and merchants of the United States—a consequence which we regard with very great apprehension.

DRY ROT AND MILDEW.

Besides the experiments which are about to be made by an United States Engineer in New Jersey, to test the merits of "Mr. Kyan's patent for the preservation of timber and all other vegetable substances from the dry rot," a series of experiments is also making at Fortress Monroe, by Captain Hugier of the Ordnance Department. Messrs. Samuel, the Philadelphia agents of the patentee, state that they "have now in their possession several pieces of timber prepared by Mr. Kyan in 1828, and deposited in the fungus pit at her Majesty's dock yard at Woolwich, England, wherein they remained for five years, and upon taking them out were found to be in as fine a state of preservation as when first deposited, while similar pieces cut off the same piece, not prepared, were found to be entirely decayed."

The following letter from Captain Delano, of the packet ship Roscoe, bears strong testimony in favour of the Kyanising process as a preservative of sails and rope against the effects of the rot and mildew.—*Baltimore American*.

LIVERPOOL, June 11, 1839.

Gentlemen—After several years use of Kyan's solution, I think it a duty to certify that I am fully satisfied by experience of its efficacy in the preservation of sails and rope from rot and mildew.

My method is to immerse the sails after they are made; this prepares rope, twine, and canvass at one operation. Its effect upon the rope is to force the tar to the surface, and causes it to wear much longer, making it more pliable and softer. It is necessary to cover the iron thimbles and clews with canvass while immersed, to prevent the slight corrosion caused by the mixture from staining the sail. The action of the solution upon the iron in the sails is very slight, and I do not find the iron work in any of my old sails much rusted, and I have repeatedly examined them and compared them with iron work which has not been dipped. It is much less labour and trouble to prepare the whole sail after it is made, than to immerse the twine, canvass and rope separately, and then dry them before the sail is made up. The solution intended for sails should be perfectly clean, not having been used for timber, and the sail should be kept from the

* The quantity is now pretty well ascertained to be from 1,350,000 to 1,400,000 bales.

bottom of the tank, otherwise it will be badly stained by the sediment.

I am satisfied that rope, twine and canvass, will last much longer, (particularly when sails are likely to remain furled in rainy weather) if prepared with your solution. I was formerly much annoyed by the splitting of sails, parting of the rope, and rotting of the twine before they were half worn.

Since I have used Kyan's preparation my sails have *not* rotted out, it is true—but they have not *rotted out*. I am about to take charge of a ship of 100 tons, and I intend that every sail shall be prepared as soon as I arrive at Liverpool.

I regret much there are no tanks at New York for the preparation of timber with your solution—of its efficacy I am now satisfied, and the recent case of the Southerner shows the importance of it. This fine ship, 800 tons register, built of live oak, locust and cedar, only four years old, and well salted on the stocks, is in the worst stage of dry rot, and now under heavy repairs at New York. The use of Kyan's solution would have saved the owners \$3,000, at an expense probably of £200.

With much respect,

H. DELANO,

Commander of American ship Roscoe.

To the Proprietors of Kyan's Patent.

INLAND TRADE WITH MEXICO.

We copied from the New Orleans papers a few days ago a paragraph mentioning the arrival there, via Red River, of a company of traders from the interior of Mexico, who brought with them a large sum in coin for the purchase of goods. The Louisianian which came to hand yesterday contains an interesting and more extended notice of this expedition, which we annex.—*Baltimore Amer.*

"The district in which Chihuahua is situated, contains the richest gold mines in all Mexico, which circumstance exhibits at once the importance of a direct communication with its inhabitants. The party first mentioned, brought with them a large amount of gold bullion, and their caravan consisted of five hundred mules, ten wagons, and a guard of one hundred men. The chiefs of the party left the main body at Pecan Point, the first place on Red River. They met with no molestation or interference whatever, in their route of eight hundred miles, over a beautiful rolling prairie, interspersed with clusters of large trees, an abundance of fine springs and pellucid water courses, having passed above the heads of rivers flowing into the Gulf of Mexico. When they set out they anticipated attacks from the Indians on their journey; but they met with no human being, until they had passed over the head waters of Red River, which they mistook for those of the River Brasas. Nor was their mistake discovered until they struck the False Ouachita, when they met with a few Delaware Indians, who corrected their error, and conducted them to Fort Townsend, at which place they embarked and reached this city on Sunday.

"They arrived on Red River in forty-five days, without incurring the slightest indisposition among their men, and without losing a single mule. Had they not been compelled to wait for a steamboat, they would have been here in sixty days from the time of their leaving Chihuahua, and notwithstanding all their apprehensions at setting out, their journey was the most agreeable and pleasant that can be imagined.

"These gentlemen have come to New Orleans for the purpose of buying an assortment of goods. Unfortunately they have arrived at a moment when the articles they are in quest of are scarce—and such as they think proper to purchase, cannot be exported with the benefit of drawback. This occasions them great inconvenience and loss, and more especially so, as no domestic prints or bleached goods are to be had here at this moment, and they are prevented from going to the north by the apprehension that the waters of Red River will be so low in September as not to admit of steamboat navigation.

"Some of these gentlemen have assured us, that if this trade were fostered by our government, and drawback allowed on foreign merchandise imported by steamboats into Pecan Point, which is in Texas, the whole trade of Chihuahua, and as far west as the Pacific Ocean, would flow in this direction, and all the bullion, although its exportation is prohibited by the Mexican laws, would find its way hither. Bullion brought from Mexico to the New Orleans mint, would clear ten and a half per cent, to wit—ten per cent. export duty, and two and a half per cent, the difference between bullion and American gold coin. This rate of profit is of itself a strong inducement to bring the bullion from the Mexican mines to our city; and the experiment being now made, and the route opened, we have little doubt that a plentiful supply of that article will be brought to New Orleans.

"Some individuals attached to this caravan, as they term it, are natives of the United States, old traders between St. Louis and Chihuahua, via Santa Fe. They state that the distance from St. Louis to Santa Fe is 1350 miles due west, thence to Chihuahua more than 650 miles due south, the route thus forming a right angle; whereas the distance from Chihuahua to Pecan Point is only eight hundred miles, the road lying west by south; the difference of land carriage, consequently, is 1200 miles. Besides this saving in the cost of transportation, they are not interrupted on the whole route by the interference of a single Mexican custom-house, except a trifling duty at Chihuahua. The distance from Metamoras to that place is near 1200 miles, and yet traders found it a profitable business to bring goods from that port, notwithstanding the duties, which amount to 200 per cent. on some articles. For instance, a yard of American brown domestics, which costs 12½ cents per yard of 36 inches, pays a duty of 18½ cents per vara of 32 inches.

"This subject is, we think, worthy the attention of the merchants of New Orleans. The country in question constitutes one of the richest and most fertile districts in America; and it is a region that has heretofore experienced in a very small degree the blessings of foreign trade. The first step to be taken, ought to be the transmission of a memorial to Congress, praying the passage of an act granting debentures on goods exported to the countries under foreign jurisdiction, which are connected with the United States by Red River. It is useless to dwell on the great importance and value to which this branch of trade may be made to attain. The arrival of the caravan is the first good effect that has been experienced from the removal of the great raft. Without that, it is plain the enterprise would never have occurred to the minds of the traders. The measure next to be adopted is the granting of drawbacks on foreign merchandise exported in that direction, which, as the individuals of the caravan justly observe, will turn the whole of that trade into the channel of Red River.

The assessed value of real estate in the city of St. Louis for the year 1839, is \$7,532,410. The amount of taxes to be raised, \$39,000 55.

The capital stock of the Lowell Manufacturing Companies, in the aggregate, is \$9,000,000. Spindles, 163,404. Pounds of cotton manufactured per week, 347,300. Hands employed, males 2,077, females 6,470. The iron works use 1,125 tons of cast and wrought iron per annum. There are manufactured per week 2,500 yards of carpeting and 150 rugs, besides broadcloths, cassimeres, and negro cloths. There are also a number of print works.

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GENERAL AVERAGE.

We to-day present to the attention of our readers, a report of an interesting and important Commercial Case, recently decided by the Supreme Court of Pennsylvania. It is mainly extracted from the last volume of Mr. Wharton's Reports. We have put it into a somewhat abridged and popular shape, and believe it will prove acceptable to our mercantile friends.

Bevan et al.	}	Supreme Court,
v.		December Term, 1838.
Bank United States.	}	Assumpsit.

The plaintiffs, Matthew L. Bevan, May Humphreys, James Lefevre, and Christopher Vandyke, were the owners of a ship called the *Edward Bonaffe*, which sailed in November, 1831, on a voyage from New Orleans to Philadelphia. The defendants, the President, Directors and Company of the Bank of the United States, were the owners of the sum of 90,000 dollars in specie shipped on board of this vessel. An action of assumpsit was brought to recover the sum of \$1178 75, with interest, alleged to be the proportion which the owners of the specie were bound to contribute towards certain charges, alleged to be general average charges, which arose under the following circumstances.

The vessel arrived in Delaware Bay in the beginning of December, 1831; and after encountering various difficulties, became stranded and ice-bound near Reedy Island, in a situation of imminent peril. It was necessary to remove her cargo as in the case of a wreck. Among the first articles landed was the specie in question. It was received on the ice in sleds on the morning of the 16th of December, 1831, and immediately conveyed to the shore—from thence it was sent to Philadelphia, and on the next day it was delivered to the defendants, who afterwards paid \$225, the freight stipulated by the bill of lading.

Eight weeks afterwards the vessel reached Philadelphia in safety, with the remainder of her cargo, which had been, in whole or in part, discharged with lighters, and afterwards re-shipped. During this period of eight weeks, which elapsed after the specie was taken from the vessel, and before she reached Philadelphia, a large number of additional charges had been incurred for the safety of the ship and the remainder of her cargo.

A paper called an average bond was signed by different shippers on board the *Edward Bonaffe*, including the defendant's cashier. It was an unsealed writing, in which the vessel was described as then lying at Reedy Island piers, after having been aground near Port Penn, and purported, that the subscribers, owners or consignees of goods on board of her on her voyage from New Orleans to Philadelphia, agreed respectively to pay on demand, their proportion of any general average which might appear to be due "on account of the said voyage," the statement to be made by J. H. Barnes, despacheur, and approved by two merchants therein named.

A statement was made by the despacheur, and approved by the two merchants.

On the trial, before Judge Kennedy, at a *Nisi Prius* held at Philadelphia on the 11th November, 1837, the plaintiffs

produced this average bond and statement, together with the protest and vouchers which accompanied it, and were referred to in it, and a deposition of one Dulaney, and here rested their case.

The defendants contended that the plaintiffs' own evidence had shown, that the charges incurred down to the time of the safe landing of the specie, could not, on the most liberal view of the evidence, have exceeded \$280, of which the defendants' contributing proportion was less than \$201. As to this proportion of these charges, they submitted their case to such view of the evidence as the jury might deem proper. But for the excess claimed above this sum, they denied their liability to contribution, on the ground, that the specie could only be liable to contribution while it participated in the common peril with the ship, and the rest of the cargo. That as no part of these disputed charges could be pretended to have been incidental to saving of the specie, it was not liable for contribution in respect to them, &c.

The defendants produced as a witness the despacheur who had made the statement and who, on his examination, admitted that he had prepared it under the impression, that the specie was liable to contribute to these subsequently incurred charges, in the same manner as if it had been on board. He testified thus:—"If the law be otherwise, and if it be that the specie was discharged from all charges for contribution after it was safely landed, this statement affords no guide by which to ascertain the contributory amount."

The learned Judge inclined to think that the law of the case was in conformity with the views under which the despacheur had prepared the statement; and charged the jury, that the defendants were liable for the contributory amount therein reported.

The jury found a verdict for the plaintiffs accordingly, for one thousand and seventy-five dollars and seventy-five cents.

A new trial was applied for by the defendants, and a rule being granted, the case was argued by Messrs. Callwalader and F. W. Hubbell in support of the rule, and by Mr. J. R. Ingersoll against it.

The opinion of the Court was delivered on the 16th of February, 1839, by

JUDGE KENNEDY.—No question was made in the trial of the cause, that the stranding of the vessel, did not place her and the cargo on board, in danger of being lost, unless speedy measures were taken for her preservation. This being the case, and the measures resorted to for the purpose of averting the danger which threatens the whole concern, having proved effectual in saving both the vessel and cargo, became, as it would seem, the subjects of general average, so that the expenses thereby incurred in preserving the ship and cargo, must be borne proportionally by all interested therein. It seems to be generally, if not universally, received as law by all commercial nations, that a *voluntary* stranding to save the ship and cargo, when the vessel is afterwards secured and performs her voyage, entitles to general average. Mr. Stevens, although he admits this to be so, in his *Treatise on Average*, yet pronounces it unreasonable and unfounded; and assigns his reason for thinking so. Mr. Benecke, however, who has examined the subject with great care, as well as judgment, disagrees with Mr. Stevens; and has proved very clearly, I think, that whenever the vessel and cargo are in a perilous, but

not a desperate situation, and the measure of running her on shore has been deliberately adopted as best calculated to save the ship and cargo, in such case the damage sustained, according to fundamental principles, constitutes a claim for restitution. Mr. Justice Story likewise says, "indeed, no doubt seems to be entertained, that when the ship, after such voluntary stranding, is got off, and performs her voyage, the damage is a general average. The point of difficulty has been, whether, if she is totally lost by such voluntary stranding, and the cargo is saved thereby, the contribution is due." In a case in which the ship was wholly lost, but the cargo was saved, Mr. Justice Washington, after an examination of the principal authorities, foreign and domestic, came to the conclusion that contribution was due: And such is the rule clearly contained in the *Prussian Ordinance of Königsburg*. It was decided, however, otherwise by the Supreme Court of New York, in a case adjudged in the year 1812. But our own Supreme Court has since, after a very full discussion of the question, sustained the doctrine of Mr. Justice Washington. So, though the damage immediately occasioned to the vessel or cargo by an accidental stranding be considered a particular average, yet as in most instances such vessel is in danger of being lost, unless speedy and proper measures be used for her preservation, therefore the cost and expenses of such measures, as far as they serve to avert the danger that threatened the whole concern, will be regarded as general average. Mr. Benecke, in his work on Insurance, in speaking of accidental stranding, says, "the charges of heaving a vessel off without discharging her, are general average, since they are incurred for the benefit of all concerned; and so is *jettison* resorted to for lightening and floating the vessel. Charges and damages occasioned by unloading a stranded vessel, are general average, if the discharge was for the purpose of getting the vessel afloat, and that object be accomplished." And in a preceding page he lays it down, that "when a part of the cargo is shipped over into lighters, or the long boat, in order to extricate the ship and cargo from a perilous situation, as for instance, to set a stranded vessel afloat, or to lighten a leaky one, and bring her into harbour, the charge of such a measure, as well as the damage sustained by the goods in consequence of it undoubtedly belong to general average. It would be extremely preposterous to exclude the loss of goods in lighters under a pretence that they were not intentionally sacrificed. They were exposed intentionally to an extraordinary danger for the benefit of the whole, and this is a sufficient title to compensation; for to *expose* another property, or to destroy it, without compensation, would be equally unjust." The Roman law directs in such cases, that "the goods put into the smaller vessel, if they miscarry, shall be considered as if cast overboard." In conformity to this doctrine, it was ruled by the Supreme Court of the State of New York in a case in which the vessel was stranded near her port of delivery, in a very perilous situation, and her cargo transported thither in lighters, and thus saved, that the salvage and the expense of the lighters, &c. were general average. Also in another case, where the ship was accidentally stranded, within some nine miles of her port of destination, and by labour and expenses was set afloat again, and completed the voyage, the Supreme Judicial Court of Massachusetts held that the whole expenses constituted a general average. Chief Justice PARSONS in delivering the opinion of the court, says, "the general principle, and a very just one, is, that when a vessel shall be accidentally stranded, the expense of getting her off, so that she may proceed on her voyage, shall be borne, proportionally to its value, by every thing on board as well as by the vessel."

These principles seem to have been conceded generally by the counsel for the defendants, but then the extent of the defendant's liability under them, as claimed by the plaintiffs, is denied; and on this point the parties are at variance. The expenses incurred with a view to extricate the vessel and cargo from the impending danger, down to the time that the specie on board, belonging to the defendants, was actually delivered to them, they admit their liability to pay their proportionate part thereof; and have, I

believe, paid to that amount, long since, without objection; but as to all subsequent charges, they allege that they are not and ought not to be made liable.

The counsel for the defendants allege, that when they received the specie, which was the only part of the cargo to which they had any claim, it could not be said, that after that, they had any thing actually or constructively belonging to them on board the vessel, or in the charge of the owners of her; and having nothing on board, nor any thing in the charge of the owners of the vessel, the expenses incurred subsequently could not be claimed to have been laid out on their account, or for their benefit, in any way whatever; and consequently it being utterly impossible that they could derive any benefit from such expenditure, it would be unreasonable and unjust to make them liable to contribution for any part of them. They maintain that all connexion between them and the vessel, and the residue of the cargo, or concern with either, ceased immediately upon the actual receipt by them of the specie.

The ground of objection presented by the defendant's counsel to the plaintiff's claim, is not only plausible, but on first view would seem to have great force in it. In order, however, to test it thoroughly, it would be proper to see what the practical operation of the principle contained in it would lead to; because if it should be found to operate unequally upon shippers, whose rights and claims are in every respect similar and equal, and should at the same time put it in the power of the master of the vessel, to throw the greatest proportion of the expense, incurred by the measures taken to save the vessel and cargo, upon whomsoever of the shippers he pleased, it would be inexpedient and unjust to adopt a principle of such tendency. Suppose, then, for example, that a vessel, with a cargo of the same kind of goods throughout on board, belonging to twenty different owners, each owning an equal quantity, is run on shore within eight or nine miles of the port of destination, for the purpose of saving her and her cargo from an impending danger, when it becomes requisite to unlade the vessel, and to convey the cargo thence by wagons to the place of delivery, in doing of which two months are consumed, it is obvious, that according to the principle contended for on behalf of the defendants, the owner whose goods are first taken out of the vessel and conveyed immediately to him, will have, comparatively, but little of the whole expense to pay, whereas, he who receives his goods last, will have perhaps more than twenty times as much to pay as the first. The charges being made general average, as to the first who receives his goods, down to the time of their being delivered to him, the last has to pay one-twentieth part of these charges, and upon the same principle, one-nineteenth of the expenses attending the saving and delivery of the goods to the second, and so on until his own turn comes, when he has to pay all the expense of saving his own portion of the cargo. If this would be the natural operation of the rule contended for by the defendants, and that it would be in some cases which may arise, is, I think, perfectly clear, it would work great injustice; because it would subject those whose goods are saved and delivered last, to the payment of a portion of the expenses incurred in saving those of the first, without requiring the first to pay any portion of the expenses incurred in saving the goods of the last, but leaving them to pay the whole of it themselves. Thus, we see, that the rule would operate partially and unequally, without imposing the obligation of reciprocity, which seems to be at the very foundation of *general average*. To save the vessel and cargo, upon such occasions, from the danger or peril with which they are threatened, frequently requires a series of acts to be performed, which may require weeks, or even months, in order to effect any thing growing out of the danger which rendered it expedient to run the vessel on shore, for the purpose of preserving her and the cargo from it. This being the case, it is impossible to apportion the expense in such a manner as to do equal justice to all concerned, without including all the expenses incurred by the various acts and measures performed and taken, which served to preserve the vessel and every part of the cargo from the common danger with which all were threatened, and to

make each one concerned pay his proportionate part of the aggregate thereof, according to the value of his interest in the vessel and cargo, or either. This would seem to be in conformity to what Mr. *Holt* in his treatise on shipping says on this subject. "General average is, in a word, the common law and justice of partnership; and defined according to its nature, is a compensation from the common stock of a sea venture, in the several proportions of the partners in it, for the special loss or sacrifice made by one or more for the common good." Now, in the case before us it must be admitted, that the property of the defendants and that of the plaintiffs, formed, as it were, a common stock of a sea venture, held by them in their several proportions as partners, and that all were alike exposed to the same common danger, from which the stock belonging to the defendants was saved, and a proportionable part of the expense incurred by saving it paid by the plaintiffs: and why shall the latter not receive from the former a proportionable part of the expense incurred in saving their portion of the stock from the common danger? Natural justice seems to require that they should. No case, and as it seems to me, no authority, has been adduced which goes to sustain the principle contended for, and the distinction taken on the part of the defendants. The Ordinance of Koningsburg, No. 827, has been referred to, declaring that the connexion between the ship and cargo is in force as long as they shall remain together, but shall cease upon the goods being landed at the appointed port out of the ship, or the *lighters or boats belonging to it*; and every part of the goods when brought ashore in a proper place, shall be immediately clear of the connexion, so that it shall have nothing to claim from the other goods or ship, for any subsequent damage happening to it, and likewise *shall contribute nothing to any that may afterwards happen to him*. It has been argued that the principle of this ordinance is applicable to the case of the defendants, and shows that they are not liable to the claim of the plaintiffs. This ordinance, from its language, would seem to have been intended only for cases of goods being discharged from the ship by the usual and ordinary mode, before any imminent danger creating loss or damage has arisen; for it speaks of "the goods being landed at the port out of the ship or lighters, or boats *belonging to it*, (the ship)," which may be thought to exclude those emergencies where means of safety, not properly *belonging to the ship*, have to be resorted to. But still, supposing it to extend further, and to contain nothing more than what is recognised as a rule of law generally, in commercial countries, it can at most only be extended to cases of damage or loss, or injury to the ship or goods, and not to expenses incurred by saving the ship and goods from some imminent danger which threatened the interests of all, both the owners of the ship and the goods, before the goods were landed. We have endeavoured to show above, that general average on account of injury to, or loss of, the ship and any part of the cargo, or of either, and the same of expenses incurred in preserving and saving them from being lost or injured by imminent danger, turn, in some respects, upon different principles, and are therefore to be governed by different rules of decision.

It has also been said and advanced as an argument in favour of the defendants, that as their part of the cargo consisted of specie, and was greatly the most valuable part of it, they were therefore entitled to a preference in having it removed from the vessel first, and consequently, ought not to be made to contribute to the payment of the expenses incurred, subsequently to the receipt of their portion of the cargo, for saving the property of others over whom they were entitled to a preference as a matter of right. If the removal of the specie from the vessel, and the exposure of it in sledges on the ice was evidently less dangerous than having it in the vessel, and removing the other parts of the cargo for the purpose of preserving the whole, it was the duty, perhaps, of the master to do so. But in case of a general average on account of a part of the cargo being ejected for the purpose of saving the ship and residue of the cargo, the owners of specie, diamonds, or precious stones, are required, for having such preference allowed to them in the retainer of their portion of the cargo on board, to contribute towards making

good the loss sustained by those whose goods are ejected, according to the value of the specie, &c., and not according to their weight or bulk, which, being of but small amount, would not have tended to preserve the vessel and remaining part of the cargo, even if they had been thrown overboard. So that the preference claimed in this respect, if it has any bearing upon the question raised here, would rather seem to make against the defendants than for them, by making them pay, by way of contribution to the whole expense incurred, a suitable equivalent for it to those who were postponed on account of their interest.

The reasoning of Mr. Benecke in his *Treatise on Insurance*, is in favour of the plaintiffs' claim. He says, "goods shipped into barges for the purpose of lightening and saving the vessel and remaining cargo, must contribute to the general average like goods thrown overboard. If, after those goods are separated from the principal vessel, the latter were to incur a fresh general average, unconnected with the former, it might be urged that the goods transhipped should not contribute to this for their full value, but only to the extent of the claim which they have upon the vessel, her remaining cargo and freight, for charges and damages sustained; because the goods in the barges not being liable for a subsequent loss of the ship and the goods left on board, they are no longer interested in their fate, except in regard to their demand upon them for the former general average, which would be lost with the vessel. But on the other hand, the ship and cargo remaining answerable for any future accident which may befall the goods transhipped, till they reach their destination in safety, the owners of such goods would have a decided preference before those of the goods remaining on board; because the situation of the former could in no case, after the ship escaped the danger which occasioned the transshipment, be worse, but frequently better than that of the other parties; *whereas, the situation of all parties will remain alike, as it ought to be, if the goods put into barges are considered as having remained on board till the completion of the voyage.*"

We therefore think the verdict ought to stand. The motion for a new trial is refused, and judgment rendered upon the verdict.

Judgment for the Plaintiffs.

PUBLIC LANDS, No. 2—CURRENCY.

A writer in the *National Gazette* having replied to the communication of "Public Lands," copied into the *Register* of week before last, and objected to his plan mainly upon the score of its tending to increase the control of the government over the currency, a second paper of "Public Lands" appeared in the *National Gazette* of 28th ult., which, furnishing a further development of his system, is inserted below.

Your correspondent "Free Trade" has entirely misunderstood my views, or he would not have accused me of being willing to "entrust" the Treasury of the United States with the "important duty" of "manager of the Currency." I would do no such thing. On the contrary, I stated that with the currency on its *present* basis, either the Bank of England or a "specie circular of our own President," could at any time derange all our operations—that our currency was now under the full control of the Government, from whose power my plan would completely wrest it, as well as from the power of foreign institutions. To prevent farther mistake, I will give you a fuller sketch of the plan, and again urge its necessity on account of the total insufficiency of the quantity of gold and silver in the world to form the basis of its currency. This insufficiency has frequently been proved in this country by the consternation into which all the banks were thrown by exchange rising one-half of one per cent. above the price which would allow specie to be exported—and the present situation of England proves conclusively to my mind, that her supply of the precious metals is not adequate to sustain her currency in the event of a short

crop, or any other circumstance which would throw the balance of trade against her with the nations on the Continent.

My plan then is to add to the list of articles, which shall be deemed a legal tender, an emission of Treasury notes, not bearing interest, to an amount which shall be considered adequate when distributed among the several Banks, *together with what specie* they may have, to enable them to meet on demand any amount of their notes which may be presented.

In order to get these notes into the Banks, I would make them *all pass through the Treasuries of THE SEVERAL STATES* in the same ratio as the surplus revenue; the notes for each State to be engraved on a separate plate, with the name of the State, and to be numbered, registered, and signed by an officer of the General Government; and then handed over to the Treasurers of the States, and countersigned by an officer to be appointed for the purpose by each State. They may then be applied by the STATE government for the purposes of internal improvement, or education, or any other objects at the option of each individual State. They would thus get into the circulation in the same manner as any other state funds, and after having enhanced the value of the property in the State by being expended in its public works, &c., they would very naturally fall into the possession of the banks, and, with specie, form the basis of their circulation. The General Government, or the "United States Treasury," would thus have nothing to do with them except *to have them made*—the whole *emission* of them into the circulation would be *by the States separately*, and the signature and enrollment by the STATE OFFICER would be a sufficient guarantee and check. The General Government would be the debtor, and could not *contract* the currency at its pleasure; should it refuse bank paper for public lands or duties, as under the specie circular, it would be obliged to receive its own notes, which could, on the plan proposed, be furnished as readily as bank paper, and without disturbance to the general business of the country; and Congress could determine whether the Treasury notes thus received by the Government, should be again put in circulation or cancelled, and their place be substituted by a new issue to the respective States. The plan instead of tending to centralization, puts the circulation into the power of the States themselves, and only operates like the *coinage* of an *additional quantity of specie*, so far as the Government is concerned.

The effects on the community would be, in the first place, that the respective States would be put in possession of all the means they would require for the general improvement of the country, mentally and physically, without incurring debts by foreign loans or otherwise; and in the next place we should have a circulation of Bank paper for which we could always obtain either specie or Treasury notes, which, being receivable in all debts to government or individuals, would be *to us* fully equivalent to specie; and the Banks being at liberty to redeem their notes either in specie or Treasury notes at their option, would look to the business of THIS country alone in their transactions, and regulate their issues at all times by the wants of the community, and their own ability to meet their engagements in coin or Treasury notes. We should be relieved from that sickly dependence on foreign nations which now makes us dread the arrival of a steam ship, lest she should bring the news of scarcity of money or short crops abroad, as the Treasury notes, although perfectly available to us, would not answer the purposes of other countries, nor be abstracted from us like coin to settle foreign balances; and the mass of our population would pursue their own business without the constant apprehension of a panic arising from the *foreign relations of IMPORTERS*, who *alone* would be called on to settle their balances in specie.

This plan is proposed on the ground that the population of the world and the application of the precious metals to the arts, have increased rapidly, while the product of the mines has diminished, and of course reduced the basis of the currency, while the business of the world requires its increase in the proportion at least of the increase of population. It is a mere substitution for specie of what is in reality more valuable, a currency based upon the

PUBLIC LANDS.

THE BOUNDARY.

We understand that Mr. Forsyth, Secretary of State, has transmitted to Governor Fairfield, the communication of Mr. Fox to the Government of the United States, relating to the mission of Col. Mudge and Mr. Featherstonhaugh, by which it would seem that the object is substantially what has been alleged in the English papers. The British Government apprehending that the negotiations respecting the establishment of a joint commission for running the line might not be terminated until near the close of the present year, it was thought the meantime might be profitably spent by that government in making a topographical survey and acquiring a more intimate knowledge of the territory in dispute.

Still farther—since writing the foregoing, we have obtained copies of the following correspondence which has taken place between Sir John Harvey and Gov. Fairfield.

Sacco Democrat.

GOVERNMENT HOUSE,
Frederickton, N. B. Aug. 10, 1839. }

Major General Sir John Harvey has the honour to acquaint Governor Fairfield that Colonel Mudge of the Royal Engineers, and W. G. Featherstonhaugh, Esq. have been sent from England for the purpose of making a topographical examination of part of the disputed territory for the use and information of Her Majesty's Government—and Sir John Harvey dare not allow himself to entertain any doubt that the Executive of Maine will willingly co-operate with that of this province in doing what may depend upon them respectively, not only to prevent any interruption being offered to proceedings of a character so entirely amicable and so purely scientific, but also to ensure for it any assistance which may be required by a commission, the result of whose inquiries may have so material an influence in expediting the decision of the pending negotiation, and which must therefore be regarded with an equal degree of interest by both parties.

The commissioners who are now here, purpose to commence their journey about the 20th instant, and to proceed in the first instance to the Great Falls, and thence perhaps in a westerly direction.

EXECUTIVE DEPARTMENT,
Sacco, August 16, 1839. }

Sir,—I have the honour to acknowledge the receipt of your Excellency's note of the 10th instant, informing me of the appointment by the British Government, of Messrs. Mudge and Featherstonhaugh, "for the purpose of making a topographical examination of part of the disputed territory for the use and information of Her Majesty's Government, &c., &c."

Being fully convinced that the difficulties supposed by the British Government to be involved in the pending question of the boundary would vanish before a correct topographical knowledge of the territory. I shall not only offer "no interruption to the proceedings of the commissioners" which you describe as "entirely amicable" and "purely scientific," and the result of which you apprehend may have "a material influence in expediting the decision of the pending negotiation," but will, with great pleasure, afford the commissioners all reasonable facilities in my power, for the prosecution of their design.

I have the honour to be,

Very respectfully,

Your Excellency's ob't serv't,

JOHN FAIRFIELD,

Governor of Maine.

His Excellency Maj. Gen. Sir John Harvey,

Lt. Gov. Prov. of N. B.

Appointments by the President.—Henry Ledyard, to be Secretary of the Legation of the United States at Paris.

John A. Parker, of Virginia, to be clerk to the Commissioner for marking the boundary between the United States and the Republic of Texas.

NEW BANKS IN PENNSYLVANIA.

Numerous applications will be made to the next legislature, from various sections of the Commonwealth, for the incorporation of banking institutions. We have noticed the following:—

Farmers and Mechanics, (Luzerne)	\$300,000
Luzerne Bank,	100,000
Tioga do.	200,000
Sullivan do.	300,000
West Philadelphia Bank,	500,000
Schuylkill Colliers, &c. do.	500,000
Pottstown, do.	200,000
Union (Lebanon co.) do.	300,000
Huntingdon, do.	500,000
Monroe county, do.	150,000
Clinton county, do.	200,000
Traders, (Philadelphia) do.	500,000
The State (Harrisburg) do.	300,000
York co. Savings do.	250,000
Hollidaysburg, do.	600,000
Bellefonte, do.	200,000
Columbia county, do.	200,000
Cumberland valley, do.	200,000
Mauch Chunk, do.	350,000
Allentown, do.	400,000

Besides these new Banks, additional capital will be asked by the following Banks:

Northampton Bank,	\$125,000
Miners Bank at Pottsville,	300,000

It will be perceived that these applications, we know not whether we have named all that will be made, contemplates an increase of the banking capital of this state, to the extent of almost \$7,000,000, which added to the amount already authorized, makes the very large amount of *sixty-four millions of dollars!*

The Trade of England.

The official returns which have just been made public relative to the trade of the United Kingdom prove that, though the year 1838 was not marked by any speculations, still the trade of the country is in a healthy and sound condition. It is shown by these returns that the value of imports into the United Kingdom (as per official valuation,) was £61,368,320 being an increase of £6,500,000 over the imports of 1837. The increase of exports of the produce and manufactures of the United Kingdom has been from £72,548,047 to £92,450,231 or very nearly £20,000,000. According to the returns, the real or declared value of the produce and manufactures of the United Kingdom shipped off in the year ending on 5th January last, was £50,000,970 or about £8,000,000 more than the exports of 1837. The new vessels built last year in the United Kingdom amounted to 1,490, of the tonnage of 270,280 tons. In the registration of vessels in the ports of Great Britain there was not any material increase last year—the amount on 31st of December last, was 26,609 ships of the aggregate tonnage of 2,890,601 tons, and having on board 178,583 men. In the number of British and foreign vessels employed in the foreign trade there has been a considerable increase within the last three years, namely, from 21,478 in 1837, to 24,798 in the commencement of the present year. The aggregate amount of tonnage of these vessels has been increased from 3,404,370 tons, and 191,510 men to 3,997,053 tons and 223,300 men. The quantity of British shipping which cleared outward from the United Kingdom for foreign ports in the year ending on 5th January last, was 15,907 vessels 2,876,236 tons, and 162,763 men, showing an increase over the returns of the previous year of 33,000 tons, and nearly 15,000 men. There was also an increase in the number of foreign ships, their tonnage and crews, which cleared out from the British ports last year. The totals of both, on 5th January last were 24,447 vessels of 4,099,939 tons, and employing 231,149 men. It appears from these statements, made from official data, that not only is the trade and commerce of the country in a favourable position;

but that the British as well as the foreign ship-owners are in a more flourishing condition than they have been for many years past.—*London Sun.*

From the Boston Daily Advertiser.

CASE OF BOTTOMRY.

A decision has lately been made in the High Court of Admiralty in England—the report of which was brought out by the British Queen—of the highest importance as respects the relations of British shipping to the rest of the world, and particularly to commercial men in the United States. It was a question as to the validity of a bottomry bond, executed at Philadelphia, by the master of the British ship *Vibelia*.—The vessel sailed from England in April, 1836, for Honduras, where she took in mahogany and other produce, and sailed from Belize, in August, 1837.—Having run foul of another vessel, she returned to Belize for repairs, and recommenced her voyage in October. Meeting with tempestuous weather, from which the ship suffered much damage, the master was compelled to make for Philadelphia, with six feet water in the hold. Here, being without funds, he placed himself under the direction of the acting British consul, (Mr. Vaughan) and the agent for Lloyd's, (Mr. Jordan) who introduced him to an American merchant, (Mr. Stephen Baldwin.) The vessel was surveyed and the cargo landed; the estimate of the cost of repairs was about 7,000 dollars; but on a subsequent examination, more extensive repairs were found necessary. Unsuccessful attempts having been made to raise money even on bottomry, successive sales of the cargo were resorted to, amounting in the whole to about 15,000 dollars, the total expense of the repairs being 17,048 dollars. The proceeds of the sales were disbursed by Baldwin, with the sanction of the master. The whole proceeds of the cargo being insufficient to meet the repairs, Mr. Baldwin became responsible for the balance, and on the 21st January, 1838, took a bottomry bond for the amount advanced by him, being 3060 dollars, bearing a maritime interest of 15 per cent. From the opinion of the court, it is to be gathered that when Mr. Baldwin began to make advances, there was no distinct evidence of an original understanding or contract between him and the master that his final balance was to be secured by a bottomry bond; but that he probably made his advances, trusting to the general *lien* which the law of this country gives in such cases, and not at all to the personal credit of the master or owner, and subsequently took the bottomry bond. The master in his affidavit in the cause, deposed that he executed the bond under compulsion. This suggestion was distinctly repudiated in the judgment of Dr. Lushington, who pronounced in favor of the bond.

This decision is important as recognising and proceeding upon the following principle. It is well known to legal and commercial persons, that by the law of England the party who repairs, or makes advances to repair a foreign ship, has no lien on the ship itself, without an express agreement to that effect; whereas, by the law of most maritime nations, and especially by that of the United States, such a party has a lien on such a ship, without any agreement. In this case it was considered, *in the first place*, that where the question of fact was, whether the money was advanced on personal credit or not, the fact of a *lien* existing by the law of the foreign country, is an ingredient and an important circumstance in ascertaining the true nature of the transaction; that it is important to bear that law in mind, because it shows a state of things which renders bottomry more probable, furnishing a strong presumption in favour of bottomry and against personal credit. For why should a merchant, without ~~such~~ such consideration, abandon the *lien* his own law affords him, and trust to the credit of an owner in a foreign country, of whom he knows nothing? *In the second place*, it was held, that it is competent to the foreign merchant, without any express agreement at all for the bottomry bond, to make advances on the security of the ship, that is, on the faith of a *lien* given by the law of his own country, and that it is not necessary to have a bottomry bond, or any agreement for a bottomry bond, till the ship is about to sail. The question is, not whether all the advances were originally and from the

beginning to the end, with a view to a future bottomry bond, but whether any part of the advances or the responsibility was on personal credit. If the money was advanced on personal credit, or if the foreign merchant made himself responsible, looking to personal credit only, in that case the law of *lien* will never entitle him to convert that which was originally a transaction of personal credit into one of bottomry. It is a totally different thing, to convert a transaction from its primary character of personal credit into bottomry, and to take a bottomry bond where the money was at first advanced on the security of a *lien*, or right of *lien*, on the ship.

Although this decision at once commends itself in point of principle, and although there had been cases both in England and in this country, nearly approaching to it, none is recollected, in which so full and decisive effect has been given to the law of the country of the foreign lender; and the recognition of the entire situation of such a foreign lender, by a British Court, when it is directly the reverse of that of a British creditor, is a fresh instance of the cosmopolitan character of maritime jurisprudence.

COTTON.

An account of the quantity of cotton, in number of bags and pounds, net weight, imported from the United States of America into Great Britain, from the 5th day of January to the 5th day of June, in the years 1838 and 1839 respectively; distinguishing the ports for which shipped from the United States, and to which imported into Great Britain:—

	1838.	1839.
	lbs.	lbs.
London	1,231,534	1,174,326
Liverpool	220,222,413	110,311,372
Bristol	19,784	—
Cowes	—	42
Greenock	5,534,633	3,084,104
Port Glasgow	1,455,205	—
Glasgow	2,204,634	2,781,290
Total	230,668,203	117,351,134

The official records of imports is not so constructed as to exhibit the number of packages in which the merchandise is contained, or the particular parts of the foreign country from which it has been shipped. In these points, therefore, the foregoing statement falls short of literal conformity to the order of the honorable house; but it is respectfully submitted, as affording the more essential portion of the information required, and as the best return that can be produced, without having recourse to the laborious process of a compilation *de novo* from the mass of original documents—an expedient, the adoption of which would necessarily be attended with very considerable delay.

[Signed] WILLIAM IRVING,

Inspector General of Imports and Exports.

Inspector General's Office,
Custom House, London, June 26, 1839.

[London Sun.]

HARLAEM RAIL ROAD COMPANY.

The following statement of the condition of the Harlaem Rail Road Company, has been furnished for public information, and extends to the 11th instant:—

The total cost of the road, its superstructure and appurtenances thereto, has been	\$810,000 00
For real estate and buildings thereon, that cost four years since	150,000 00
Four locomotives	25,000 00
Forty cars and 100 horses,	65,000 00
	\$1,050,000 00

The means provided for this investment are as follows:—

Stock paid in full, 15,000 shares	\$750,000 00
Borrowed	300,000 00
	\$1,050,000 00

The whole expenses of the Company of every sort and kind is found to be	\$75,000 per annum
Interest on their debt	20,000 do.

\$95,000 per annum

The receipts of fare from May have been as follows, during the following years, viz:

In 1834-5	\$23,911 48
1835-6	41,400 23 excess over last year
1836-7	58,888 13 do. do.
1837-8	60,564 95 do. do.
1838-9	79,959 41 do. do.

The receipts of the quarter from May 1st to August 1st, 1839, have been	\$33,577 17
The corresponding quarter of last year was	28,75 38

Showing an excess the present quarter of \$5,501 79

Equal to an increase of \$22,007 16 the present year over that of last year, which would give the Company for the year ending on the 1st May next, \$101,966 57, being sufficient to pay every expense of the Company, including 7 per cent. interest upon the debt they owe, and leave nearly \$8,000 toward the extinguishment of their debts; or towards a dividend, if they could turn their debt into a capital stock of their Company.

Total receipts from the 1st to the 11th Aug.	\$5,029 95
The same period last year was	3,250 67

Showing an increase in 11 days of \$1,679 28

The average of the receipts of the last eleven days is \$457 per day—equal to a yearly income of \$166,805.—*Courier*.

From the Hunterdon (Pa.) Democrat.

Extraordinary destruction of Grain, by Worms.

The premises of Mr. Leonard P. Kuhl, a respectable farmer of this county, were visited on the 19th of July last, in the following extraordinary manner.—On Sunday Mr. Kuhl took a leisure walk over his fields for the purpose of examining his grain, which a few days before looked remarkably well, and promised an abundant yield. On his approach to one of the fields in which a fine crop of oats was growing, he discovered that the grain was infested with an innumerable quantity of worms, resembling very much the appearance of the common black cut worm so destructive of corn, but rather longer and much more active. Mr. Kuhl supposes, from appearances, that they commenced their depredations on or about Friday, the 19th ult., and continued their work of destruction until the following Wednesday—at the end of which time, they had destroyed about two hundred bushels of oats, leaving not a vestige of a single spear of either oats or grass, in the whole space of about five acres. Their mode of operation was very extraordinary, and is described to us as follows:—They ascended the stalk, clipping off, as they went along, every blade, until they reached the head—they would then cut the grain off, which would fall to the ground—after which they would descend again, and feed upon the substances which had fallen. They pursued this course until they literally destroyed about two hundred bushels of oats, as above stated, and otherwise strip a large portion of the field of every thing that was on it, so that it now resembles the appearance of having been swept by fire. After they fed upon the oats, they proceeded to an adjoining field, and commenced their depredations upon the potatoes and corn, of which it seems they partook but little, as neither of those vegetables agreed very well with them. They ate but once of the potatoes, which purged them so excessively that they were found dead, in large quantities, a short time after. The effects of the corn upon them were somewhat similar, though they survived longer after eating it. They did not appear to eat much of either grain, but stripped the stalk and left it standing naked in the field.

From the description given of the worms, we are inclined to think they were a species of what is called the "*army worm*," which are known to be very destructive of grain, and are occasionally suddenly found in large quantities, destroying every thing like grain or vegetables within their reach. They were of a dark colour, and about an inch and a quarter in length when full grown, having from 16 to 18 legs or feet—four at the head, and occasionally eight in the middle, and six in the rear. Some of them were also marked with light coloured stripes or spots on the back. Mr. Kuhl observes that during their operations, he never heard any thing resemble more a large factory or place of business—so loud and constant was the hum or buzz they created while at work. In the heat of the day, they would seek shelter in the shade, under clods or leaves, and feed upon what they could get. Towards sunset they would renew their depredations, and continue them until the following morning. If they were approached suddenly, or heard the slightest abrupt noise, they would double themselves up and fall to the ground, as though they were dead. At any time during their stay, large quantities could be gathered in the space of a few inches, and so completely was the ground covered with them, that by laying down a hat in almost any part of the field it would encompass hundreds.

During the stay of the worms, the field was infested with a great variety of birds, such as quails, blackbirds, crows, robins, &c., which devoured them very rapidly; and but for their approach, it is supposed, much greater injury would have been sustained. There were also a great number of land turtles found in the field at the same time. We are requested to call the attention of farmers to this fact in order to show them the importance of allowing birds to remain on their premises during grain growing seasons, as by destroying them, they evidently give the worms a better opportunity to prey upon their crops.

The oldest farmers remark that they have neither seen nor remember to have heard any thing similar to the above remarkable incident, and look upon it altogether as an extraordinary circumstance.

BALTIMORE IN THE OLDEN TIME.

A little more than one hundred and fifty years ago, the land upon which the city of Baltimore now stands, with its sixty millions of property, and over one hundred thousand inhabitants, was sold by the hundred acres, and laid out in extensive farms. Then the wide spreading forest gave habitation to prowling beasts, and shelter to the flocks of heaven. Then the waters of the brook pursued their way undisturbed over their silvery bed, and the bright shores of the Patapsco glittered in the sunbeams in lonely solitude. Now how changed! The trees of the forest have fallen before the axe of the woodman, and are no more to be seen—the birds and the beasts have been driven from their verdant homes, and sing their songs and seek their prey in far distant shades. The waters of the brook have been arrested in their course, and diverted into channels of usefulness; and the still brilliant shores of the Patapsco are vocal with the sounds of merriment that ascend from the lips of thousands, who pursue their paths of business by the side of fleets, that walk like things of life over the broad and beautiful river.

It seems strange at this day of improvement, to talk of the acres that were farmed where streets are now located, and where busy thousands breathe. Yet such was the fact, and that within the memories of our grandfathers. Between the years 1663 and 1670, Mr. Charles Gorsuch, a member of the society of Friends, purchased a plantation of fifty acres on Whetstone Point, including the spot which our beautiful fort McHenry now encloses. For these fifty acres of land Mr. Gorsuch paid the extravagant demand of ten pounds, either in cash or tobacco, and a prettier spot he could scarcely have selected; for Whetstone point sits like a swan upon the river, breasting the bright waves that roll in beauty against her form. About the same time, Mr. Alexander Mountenag took up two hundred acres on each side of the stream now known by the name of the Harford run; and

for years the place was called Mountenag's Bottom, or Mountenag's Neck.

Mr. Charles Gorsuch seemed to be a man whose "constant care was to increase his store," for he paddled his canoe across the Patapsco for the very laudable purposes of paying his address to a certain Miss Cole, whose father, Mr. Thomas Cole, was the owner of five hundred and fifty acres of what was considered pretty good land, extending from Mountenag's farm, a little west of Harford run, to the distance of one mile westward, in the neighbourhood of where Chatsworth run finds its way through the city, and from the river shore to Salisbury Plains, about half a mile north. This farm was divided into two parts by the stream, afterwards called "Jones' Falls," in honour of a Mr. David Jones, who became its owner; it was known by the appellation of "Cole's Harbour," and after the old gentleman's death, it gave harbour and habitation to the beforementioned Mr. Charles Gorsuch, whose success in the way of courtship made him sole occupant of Miss Cole's heart, and sole owner of her valuable property.

Sometime after his marriage, Mr. Gorsuch discovered that his farm was too large, and he disposed of a considerable portion of it to Mr. David Jones, who fixed his residence at the head of tide water, on Jones' Falls, near the place where French street is now situated.

Mr. David Jones, after falling in love with a young widow, courted and married her, and to her son, Mr. James Todd, bequeathed his vast possessions. This Mr. Todd, in turn, became a suitor; he wooed and won the hand and heart of a nice young lady, who had become the possessor of Mountenag's Neck. Having made respectable additions to his property, and ranged awhile over his fields and forests, he made a re-survey of the entire estate, lopping off some portions, which he conveyed to certain of his neighbours for value received, he procured a patent for the remainder, under the name and title of "Todd's Range." This Todd appears to have been a man of business. In a short time he disposed of different sections of this land, and was thereby the means of bringing new neighbours near his own solitary dwelling. Three hundred acres of his boasted soil fell into the hands of Capt. Richard Colgate, who was county commissioner, and gave his name to a creek which still bears it, near the north branch of the Patapsco, from a part of which some of his ancestry had the honour of driving a party of Indians, who had planted their village upon the banks of a beautiful cove which makes up from the river. Fragments of rude earthen cooking utensils and arrow points of stone, are to be found upon the spot to this day.

Charles Carroll, Esq., purchased of Mr. Todd a tract cut off from his "range," and afterwards sold a part of it, consisting of about thirty acres, to Mr. Jonathan Hansod, who built a mill; the remains of which still stand like a solemn memorial of the past, near the northwestern intersection of Holliday and Bath streets. How it is that this old relic of bygone years has been allowed to survive the time-worn fabrics with which it once held companionship, we are not able to divine. Some protecting spirit has doubtless sheltered it beneath his wing, and protected it from the utter decay which has fallen upon every human invention that once stood near it. A century and more it has borne the ravages of time, and still may bare its head to the "battle and the breeze."—*The Monument.*

Large Coal.—A large *Specimen Coal* was taken from the Nequehoning Mines and shipped to Philadelphia last week, by Messrs. Barber, Laman & Co., which weighed four thousand nine hundred and sixty three pounds. It is said to be the largest Coal ever taken to Philadelphia, and may be seen at their yard in Kensington.—*Mauuch Chunk Cour.*

A White Heron, measuring four feet high, four feet six inches between the tips of the wings, and two feet eleven inches from the point of the bill to the tip of the tail, was killed in a mill-dam near Lewistown, Pa. on the 13th inst. It is a native of Guiana and the tropical regions of South America, and is very rarely found in high northern latitudes.

ABSTRACT OF THE TONNAGE

Of the several districts of the United States on the last day of September 1838.

DISTRICTS.	Registered.		Enrolled and licensed.		Licensed under 20 tons.		Aggregate of each district.	Registered tonnage employed in the—		Proportion of the enrolled and licensed tonnage employed in the—				
	Permanent.	Temporary.	Permanent.	Temporary.	Coasting trade.	Cod fishery.		Whale fishery.	Steam navigation.	Coasting trade.	Cod fishery.	Mackerel fishery.	Whale fishery.	Steam navigation.
Tons and 95ths.														
Pasamaquoddy, Maine	174 52	507 71	8,641 28	—	69 54	49 78	9,442 93	—	—	3,017 92	2,393 69	3,229 57	—	—
Machias, do.	176 86	—	8,644 06	—	58 06	67 89	8,946 92	—	—	7,826 80	459 48	357 68	—	—
Frenchman's Bay do.	1,443 25	—	14,137 38	—	115 14	251 81	15,967 63	—	—	13,602 66	399 53	155 14	—	—
Penobscot do.	5,537 74	326 39	26,194 23	—	356 13	575 80	33,040 39	—	—	15,438 70	8,621 22	2,134 26	—	—
Belfast do.	4,893 94	635 51	25,728 18	—	75 44	123 68	31,495 85	—	—	24,425 82	1,302 81	—	—	—
Waldoborough do.	8,962 57	435 10	35,789 16	—	71 03	1,433 53	46,661 44	—	—	34,949 65	—	889 46	—	—
Wiscasset do.	2,956 24	634 80	8,482 85	—	184 49	—	12,257 93	—	—	8,482 85	—	—	—	—
Beth do.	26,661 51	242 87	17,689 60	—	99 12	338 31	45,061 51	—	—	15,940 54	1,396 80	452 21	—	54 11
Portland do.	32,836 54	4,009 04	16,392 41	—	149 24	297 35	53,184 63	—	—	9,506 39	3,188 80	3,967 17	—	445 48
Saco do.	282 85	693 02	3,266 18	—	—	96 07	4,838 17	—	—	2,934 66	331 47	—	—	—
Kennebunk do.	5,231 17	151 18	3,296 42	—	196 76	—	8,675 58	—	—	2,217 53	965 01	93 83	—	—
York do.	—	—	951 90	—	13 92	—	968 87	—	—	695 08	235 91	38 86	—	—
Portsmouth, N. Hamp.	15,182 78	1,667 28	9,171 18	—	20 64	106 21	26,148 19	—	—	3,810 53	4,686 91	673 64	—	215 87
Newburyport, Mass.	9,451 26	1,169 40	9,906 52	—	—	—	20,549 23	—	—	2,198 62	1,703 83	6,006 02	—	—
Ipswich do.	—	—	3,073 44	—	6 33	54 87	3,134 69	—	—	1,210 42	565 11	1,297 86	—	—
Barnstable do.	1,824 84	243 43	15,696 48	—	27 36	541 11	18,333 32	—	—	—	5,496 28	10,200 20	—	—
Boston do.	21,354 06	550 13	12,563 45	—	—	—	34,467 64	—	—	9,121 71	2,829 78	611 86	—	—
Marblehead do.	2,631 44	121 65	7,998 03	—	74 50	—	10,425 87	—	—	7,998 03	—	—	—	—
Plymouth do.	114,991 11	20,424 23	71,577 62	—	206 90	262 06	207,262 02	—	—	56,198 42	4,712 82	10,466 83	—	482 76
Dighton do.	10,412 70	640 06	12,645 52	—	51 05	71 73	23,821 16	—	—	2,729 42	6,712 78	3,203 32	—	—
New Bedford do.	2,074 79	339 44	6,344 51	—	179 66	—	8,933 40	—	—	6,287 86	56 60	—	—	—
Barnstable do.	72,591 52	1,035 90	11,482 94	—	110 42	162 26	85,383 19	—	—	7,076 94	143 33	327 73	934 84	—
Edgartown do.	3,763 18	692 86	44,346 29	—	171 24	186 33	49,160 00	—	—	16,760 57	14,794 10	12,791 57	—	—
Nantucket do.	3,903 73	1,316 51	920 41	—	138 91	—	59,463 22	—	—	920 41	—	—	—	—
Providence R. Island do.	26,359 27	388 83	4,634 12	—	14 81	36 24	6,179 66	—	—	4,170 00	28 75	—	—	170 10
Bristol do.	9,437 32	798 53	6,597 29	—	90 82	—	31,343 37	—	—	6,559 94	37 30	—	—	1,139 11
Newport do.	13,134 70	—	3,212 42	—	—	—	16,347 17	—	—	2,688 08	—	—	—	—
Middletown Conn. do.	6,394 31	497 72	8,924 41	—	192 49	206 87	11,316 05	—	—	3,068 88	493 50	37 00	—	211 11
New London do.	684 63	590 22	12,302 07	—	216 31	—	13,795 28	—	—	12,302 07	—	—	—	796 20
New Haven do.	21,707 76	564 21	20,026 24	—	200 11	1,025 41	48,523 78	—	—	18,019 45	2,006 74	—	—	1,040 06
Fairfield do.	3,193 73	713 87	6,218 43	—	259 11	44 07	9,133 31	—	—	5,124 27	94 16	—	—	1,078 77
Vermont do.	992 57	—	12,919 64	—	149 87	—	14,062 18	—	—	12,919 64	—	—	—	391 70
Champlain New York	—	—	4,250 00	—	—	—	4,250 00	—	—	4,250 00	—	—	—	901 00
	—	—	1,694 16	—	—	—	1,694 16	—	—	1,694 16	—	—	—	—

Sackett's Harbour N. Y.	196 80	513 59	1,223 13	4,149 57	25,081 56	1,944 55	5,355 52	2,143 98	11,864 71	373 60	7,476 60	386 42	1,011 93	321 22	1,107 37	190 61	408 30	5,565 01	144 62
Oswego do.	3,717 04	6,582 52	1,883 19	9,615 44	221,601 89	15,055 50	15,684 60	11,864 71	15,182 22	34,687 09	14,636 36	7,409 11	2,294 09	4,115 62	5,880 54	2,641 26	2,596 13	815 11	4,830 81
Niagara do.	119 81	408 71	1,894 54	17,833 67	400,971 79	16,044 34	13,232 90	3,216 04	11,864 71	16,771 50	60,278 48	2,461 03	4,533 31	8,655 82	10,644 29	16,268 32	4,860 09	5,147 26	962 81
Genesee do.	408 71	1,894 54	9,615 44	17,833 67	400,971 79	16,044 34	13,232 90	3,216 04	11,864 71	16,771 50	60,278 48	2,461 03	4,533 31	8,655 82	10,644 29	16,268 32	4,860 09	5,147 26	962 81
Oswegatchie do.	11 35	156 59	9,447 53	119 30	400,971 79	16,044 34	13,232 90	3,216 04	11,864 71	16,771 50	60,278 48	2,461 03	4,533 31	8,655 82	10,644 29	16,268 32	4,860 09	5,147 26	962 81
Buffalo creek do.	11 35	156 59	9,447 53	119 30	400,971 79	16,044 34	13,232 90	3,216 04	11,864 71	16,771 50	60,278 48	2,461 03	4,533 31	8,655 82	10,644 29	16,268 32	4,860 09	5,147 26	962 81
Sag Harbour do.	253 08	23,838 47	10,855 94	146,083 80	565 92	1,169 16	15,055 50	13,232 90	3,851 15	5,029 31	4,463 25	5,589 39	5,029 31	4,463 25	5,589 39	5,029 31	4,463 25	5,589 39	5,029 31
New York do.	253 08	23,838 47	10,855 94	146,083 80	565 92	1,169 16	15,055 50	13,232 90	3,851 15	5,029 31	4,463 25	5,589 39	5,029 31	4,463 25	5,589 39	5,029 31	4,463 25	5,589 39	5,029 31
Cape Vincent do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Perth Amboy N. Jersey do.	565 92	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Bridgeton do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Burlington do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Camden do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Newark do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Little Egg Har. do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Great Egg Har. do.	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Philadelphia Penn.	36,646 04	5,020 17	32,16 04	11,864 71	15,182 22	34,687 09	14,636 36	7,409 11	2,234 09	4,115 62	5,880 54	2,641 26	2,596 13	815 11	4,830 81	3,575 88	3,135 48	2,994 94	1,749 17
Presque Isle do.	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18
Pittsburg do.	20,327 02	4,756 75	15,182 22	34,687 09	14,636 36	7,409 11	2,234 09	4,115 62	5,880 54	2,641 26	2,596 13	815 11	4,830 81	3,575 88	3,135 48	2,994 94	1,749 17	2,779 47	1,075 92
Wilmington Delaware	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18	215 56	1,183 18
Baltimore Maryland	20,327 02	4,756 75	15,182 22	34,687 09	14,636 36	7,409 11	2,234 09	4,115 62	5,880 54	2,641 26	2,596 13	815 11	4,830 81	3,575 88	3,135 48	2,994 94	1,749 17	2,779 47	1,075 92
Oxford do.	479 85	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Vienna do.	479 85	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Snowhill do.	479 85	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
St. Mary's do.	479 85	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Annapolis do.	479 85	1,020 72	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72	39 82	1,020 72
Georgetown D. C.	1,700 47	989 73	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73	1,700 47	989 73
Alexandria do.	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64	983 57	2,986 64
Norfolk Virginia	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29	775 30	1,251 29
Petersburg do.	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17	1,004 61	1,214 17
Richmond do.	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20	198 88	2,352 20
Yorktown do.	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22
East River do.	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22
Tappahannock do.	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22
Yocomo do.	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22
Folly Landing do.	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22	214 86	384 22
Cherrystone do.	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04	4,403 63	60 04
Wilmington N. C.	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85	612 37	3,588 85
Newbern do.	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59	796 60	1,258 59
Washington do.	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48	1,753 54	401 48
Edenton do.	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28	1,515 38	623 28
Oamden do.	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66	545 22	375 66
Beaufort do.	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07	253 30	136 07
Plymouth do.	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12	1,090 70	65 12
Ocracoke do.	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31	2,571 24	8,113 31
Charleston S. Carolina.	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64
Georgetown do.	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64
Beaufort do.	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64	2,733 64	1,163 64

DISTRICTS.	Registered.		Enrolled and licensed.		Licensed under 20 tons.		Aggregate of each district.	Registered tonnage employed in the—		Proportion of the enrolled and licensed tonnage employed in the—				
	Permanent.	Temporary.	Permanent.	Temporary.	Coasting trade.	Cod fishery.		Whale fishery.	Steam navigation.	Coasting trade.	Cod fishery.	Mackerel fishery.	Whale fishery.	Steam navigation.
Tons and 95ths.														
Savannah	2,533 13	6,751 36	7,384 17	—	—	—	16,668 66	—	—	7,384 17	—	—	—	6,710 84
Sunbury	—	—	67 00	—	33 59	—	100 59	—	—	67 00	—	—	—	408 03
Brunswick	—	404 24	941 50	—	106 12	—	1,451 86	—	—	941 50	—	—	—	—
Hardwick	688 76	233 92	408 10	—	—	—	1,330 83	—	—	408 10	—	—	—	—
St. Mary's	—	—	9,495 72	—	—	—	9,495 72	—	—	9,495 72	—	—	—	4,786 30
Cuyahoga	—	—	10,376 36	—	—	—	10,376 36	—	—	10,376 36	—	—	—	9,212 34
Ohio	—	—	1,467 42	—	—	—	1,467 42	—	—	1,467 42	—	—	—	78 69
Cincinnati	—	—	2,806 91	—	—	—	2,806 91	—	—	2,806 91	—	—	—	1,044 27
Sandusky	—	—	9,373 00	—	—	—	9,373 00	—	—	9,373 00	—	—	—	9,373 00
Miami	—	—	5,481 36	—	—	—	5,481 36	—	—	5,481 36	—	—	—	5,481 36
St. Louis	—	—	7,734 00	—	—	—	7,734 00	—	—	7,734 00	—	—	—	7,734 00
Nashville	—	—	8,590 60	—	60 87	—	8,651 52	—	—	8,590 60	—	—	—	2,879 48
Tennessee	—	—	1,196 04	—	—	—	1,196 04	—	—	1,196 04	—	—	—	395 38
Kentucky	—	—	7,307 13	—	596 91	—	16,107 31	—	—	7,307 13	—	—	—	6,702 89
Louisville	3,313 54	4,889 63	—	—	—	—	—	—	—	—	—	—	—	—
Detroit	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Michigan	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Michilimackinac	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pearl River	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Miss.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Orleans	16,368 23	23,239 80	60,890 59	—	3,952 39	—	104,426 11	—	726 42	60,890 59	—	—	—	57,529 29
Louisiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pensacola	—	807 55	1,561 76	—	590 80	—	2,960 21	—	—	1,561 76	—	—	—	—
Florida	—	—	1,181 36	—	—	—	1,181 36	—	—	1,181 36	—	—	—	—
St. Augustine	—	—	—	—	—	—	—	—	—	—	—	—	—	—
do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Mark's	—	—	—	—	—	—	—	—	—	—	—	—	—	—
do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Appalachicola	719 42	—	1,507 79	—	—	—	2,227 36	—	—	1,507 79	—	—	—	1,507 79
do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Key West	1,023 62	167 89	668 78	258 85	86 46	—	1,205 75	—	—	927 69	—	—	—	—
do.	—	—	—	—	—	—	305 34	—	—	305 34	—	—	—	—
Wheeling	—	—	—	—	—	—	—	—	—	—	—	—	—	305 34
Total	694,944 80	127,647 06	1,128,824 02	5,174 94	82,958 70	6,090 18	1,995,639 80	119,629 89	9,791 15	1,608,146 43	63,973 77	56,649 16	55,529 29	55,529 29

Recapitulation of the tonnage of the United States for the year ending 30th September, 1838.

REGISTERED TONNAGE.

The registered vessels employed in the foreign trade for the year 1838

Tons and 95ths
822,691 86

ENROLLED AND LICENSED VESSELS.

The enrolled vessels, employed in the coasting trade for the year 1838 1,008,146 43

The licensed vessels, under 20 tons, employed in the coasting trade for the year 1838 82,958 70

1,041,105 13

FISHING VESSELS.

The enrolled vessels employed in the cod fishery 63,973 77

Do. do. mackerel fishery 56,649 16

Do. do. whale fishery 5,229 63

The licensed vessels, under 20 tons, employed in the cod fishery 6,090 18

131,942 71

Tons

1,995,639 80

	Tons and 95:bs.
The registered tonnage employed other than in the whale fishery during the year 1838	702,961 92
Employed in the whale fishery	119,629 89
As above	822,591 86
The aggregate amount of the tonnage of the United States on the 30th of September, 1838, is stated at	1,995,639 80
Whereof:	
Permanent registered tonnage	694,944 80
Temporary registered tonnage	127,647 06
Total registered tonnage	822,591 86
Permanent enrolled and licensed tonnage	1,128,824 02
Temporary enrolled and licensed tonnage	5,174 94
Total enrolled and licensed tonnage	1,133,999 01
Licensed vessels under 20 tons, employed in the coasting trade	32,958 70
Licensed vessels under 20 tons, employed in the cod fishery	6,090 18
Total licensed tonnage under 20 tons	39,048 88
Total	1,995,639 80
Of the enrolled and licensed tonnage, there were employed in the coasting trade	1,008,146 43
do. cod fishery	63,973 77
do. mackerel fishery	56,649 16
do. whale fishery	5,229 55
	1,133,999 01

Of the enrolled and licensed tonnage employed in the coasting trade, amounting as above stated, to 1,008,146 43 tons, there were employed in steam navigation 190,632 43 tons.

OFFICIAL.—Department of State.

Information has been officially received of the establishment of two new light-houses on the French coast of the Manche or British Channel, viz :

One at Cape Carteret, in the latitude of 49 degrees 22 minutes and 27 seconds north, and 4 degrees minutes and 40 seconds longitude west from Paris. The light is a repeating light, at intervals of half a minute each, situated on a tower about 240 feet above the level of the sea, and 48 feet from the ground. It may be seen in fine weather at the distance of 18 miles; the eclipses will, however, be total only beyond 7 miles.

The other on the central foot of the dyke at Cherbourg, in the latitude of 49 degrees 40 minutes and 28 seconds, and 3 degrees 57 minutes and 23 seconds longitude, west from Paris; the light is a small light, varied by bright flashes every three minutes, situated on a tower newly erected on the Central Port, about 58 feet above the water at high tide. It may be seen at the distance of about nine miles in ordinary weather.

The Old Post Office.—In digging the foundation of the new General Post Office at Washington, a brass plate was found in the corner stone of the old building, with the following inscription :

"This first corner stone of the Union Public Hotel, was laid by the freemasons of the city of Washington and of Georgetown, on the memorable 4th day of July, 1795."

"JAMES HOBBS, Architect."

From the Buffalo Commercial Advertiser.

PERILOUS ADVENTURE AT THE FALLS.

An occurrence of most thrilling interest took place at Niagara Falls yesterday afternoon, attended with imminent peril to the lives of two individuals, but resulting in a most happy and protracted deliverance.

The new bridge to Iris island is planted in a frightful rapid where the current is from 20 to 30 miles an hour, and is only about 100 or 150 yards above the brow of the great precipice or perpendicular fall. A carpenter by the name of Chapin was engaged with others in covering the bridge, and while at work upon a staging about one hundred feet from Iris island, accidentally lost his footing and was precipitated into the rapids, and in the twinkling of an eye swept away towards the great cataract. Speedy and inevitable destruction seemed to await him; but fortunately he was uninjured by the fall, and even in this hopeless condition retained perfect self possession. Turning his eye toward the only point of hope above the fearful precipice, he succeeded by great dexterity in swimming, in effecting a landing upon a little island some twenty feet in width and length, the outermost of the group of little cedar islands situated some thirty or forty yards above the falls, and about equidistant from Goat island and the American shore.

There he stood for an hour, looking calmly and beseechingly back upon the numerous spectators who lined the bridge and shores, but with whom he could hold no conversation on account of the distance, and the roar of the rapids.

There is a man in the village of the Falls by the name of Robinson, of extraordinary muscular power, great intrepidity, and withal an admirable boatman—and he was probably the only one that could have been found within fifty miles—who generously volunteered his services, to attempt reaching the island in a boat and bring Chapin off. A light boat of two oars, similar in construction to the Whitehall race boats was soon procured and he embarked.

He proceeded with great deliberation and consummate skill, darting his little boat across the rapid channels, and at the intervening eddies holding up to survey his situation and recruit his strength for the next trial. In a few minutes he neared the island, but a rapid channel still intervened, sweeping close to the island, and rendering the attempt to land very difficult. He passed across and sprung from his boat—his foot slipped, and he fell backward into the rapid current.

With the spectators it was a moment of thrilling interest and breathless silence; his boat seemed inevitably lost, and himself in fearful jeopardy. Retaining, however, his grasp on the boat he sprung in, and again seizing his oars brought up under the lee of the little island.

All again felt a momentary relief, but still the great labour and hazard to the enterprise remained to be overcome. A cool head and a strong arm only could effect it—Robinson proved equal to the task. Taking his companion on board in the same careful and skilful manner, though at infinitely greater hazard and labour, they effected a safe landing on Goat island.

There the spectators assembled to give them a cordial greeting. A scene of great excitement ensued—the boat was drawn up the bank, and it was moved and carried by acclamation that a collection be taken up on the spot for Chapin and his noble hearted deliverer Robinson. It was a generous one, and was thankfully received; but the reflection to Robinson, that he has rescued a fellow being under such circumstances, will be to his generous heart a much richer one. After the collection, Robinson and Chapin took their seats in the boat, and were carried in triumph on the shoulders of their neighbours to the village.

The intense interest of the whole scene was heightened by the presence of Chapin's wife and children, who stood on the shore watching with unavailing horror and agony what seemed his inevitable and fearful fate. With what devout and heartfelt gratitude must they have thanked God, when the husband and parent once more stood by their side safe and sound.

STATE OF THE COAL TRADE.

We feel it our imperative duty as Journalists, to offer no concealment to our distant friends, on the subject of the present embarrassed state of the coal trade. This is mainly to be attributed to the depression of our monetary affairs, although other causes have their full share of effect. It is an indisputable and lamentable fact, that many of our collieries are standing idle, or only worked to half their capabilities, that the miners for want of employment are daily leaving our region, and that coal has been actually offered at *less than cost* of mining, rent and toll, without finding purchasers! These, taken in connexion with the circumstance, that only about twelve weeks of the shipping season remain to supply nearly 400,000 tons, must necessarily produce a short supply, and increased prices. The backwardness or inability of the dealers below, causes this alarming posture of our affairs, and it is to be feared that instead of from 100 to 195,000 tons more than last year's shipments being sent down this season, which is the estimated quantity to meet the natural and average increased demand, there cannot be more than 50 to 60,000 tons (if even that amount,) over the aggregate of 1838 be sent to market.

To prove the correctness of this statement, we need only refer our readers to the following comparative statement of the quantity of coal shipped from the Schuylkill and Lehigh regions up to the present period, in the years 1837, '38, and '39:

	Schuylkill.	Lehigh.	Total.
1837,	297,121	134,017	431,138
1838,	232,681	109,188	341,869
1839,	256,798	132,752	389,550

By which it will be observed that the shipments this year fell short of the shipments in 1837, 41,588 tons, and only exceed the shipments of 1838 by 47,681 tons. In 1837 and '38, at this period of the season, we were shipping from this region from 17 to 19,000 tons per week. We are now only shipping 9 and 11,000 tons per week.

The only way to prevent these calamitous results is, for consumers to give immediate orders for their winter's supply as far as their ability will extend in the present depressed state of the money market. This will enable the dealers to make purchases from the operatives here, and the market can then be supplied. We wish distinctly to be understood as not asserting that the Schuylkill region cannot send down her average of the whole demand, but to guard against apathy of the consumers towards their own interests. Let them give their orders now, for they may rest assured that *coal can never be purchased cheaper than at the present time, and the now low prices cannot be sustained much longer.* It is therefore a subject for philanthropists to consider how far the poorer classes may be benefited, by the more wealthy laying in their supplies now.

We have no other object in these remarks than to urge an act of self protection on the consumer. We may be charged with an attempt to create a panic, fear of a short supply, in order to cause an overplus. This is ridiculous; all the interests of our country are injured by an overplus, as it must produce low prices the next season; a short supply is of no advantage to our region either, as the increase of price benefits the holder below when the navigation is closed, and not the miner here, who makes sales during the summer.

We therefore enter a protest against any further delay on the part of the consumer; and we shall guard our region against any future charges of monopoly or extravagant rates, and defend ourselves against the hue and cry of exorbitant rates, of repealing the duty on foreign coal, and the numerous other charges which are preferred, when, in fact, our staple is offered at a ruinous sacrifice, and no purchasers can be found.

Again we repeat, let consumers give their orders, then the dealer and the miner can come to terms, and all the disastrous results of a short supply, and consequent high prices will be avoided.

From the Mobile Journal.

STATISTICS OF COTTON.

The entire growth of cotton in the world is set down at 1,000,000,000 pounds. Of this, 550,000,000 are supposed to be grown in the United States—30 in Brazil—8 in the West Indies—27 in Egypt—36 in the west of Africa—190 in the west of Asia—35 in Mexico and South America, except Brazil—and 14 millions elsewhere.

Thus, at ten cents per pound, (a price below which it has rarely ever fallen) this crop is worth \$100,000,000. For the last fifty years, however, the value (though often fluctuating suddenly and widely) has averaged 19 1-3. At this price the present growth of the world is worth \$192,500,000.

Of this, about 350 millions of pounds are consumed and manufactured in England; about 150 millions in the United States; 80 in France; 250 in China and India; 15 in South America and Mexico, including Brazil; 35 in Germany; 45 in Turkey and Africa; 10 in Spain; 25 in Prussia; and the remainder elsewhere.

The value of cotton manufactures in England, is believed to be annually about 170 millions of dollars; in France 70 millions; in the United States 60 millions.

The capital employed in manufacturing by machinery is estimated in England at 200 millions of dollars; in France at 120 millions; in the United States at 110 millions.

The consumption in manufactures of raw cotton in all Europe in 1803, was estimated at only 60 millions of pounds. (Dic. of Span. Com.) The whole consumption in Europe in 1830, was about 387 millions of pounds. In 1838, it is believed to be nearly 500 millions of pounds.

South Carolina and Georgia were the first States in this Union to grow cotton to any considerable extent. In 1791, two millions of pounds were grown in the Union—1½ millions of which grew in South Carolina, and 1½ millions in Georgia.

In 1801, 47 millions was the crop of the United States—of which 20 millions grew in South Carolina, 10 in Georgia, 5 in Virginia, 4 in North Carolina, and 1 in Tennessee.

In 1811, the crop of the United States had reached 80,000,000—of which 40 grew in South Carolina, 20 in Georgia, 8 in Virginia, 7 in North Carolina, 3 in Tennessee, and 2 in Louisiana.

In 1821, one hundred and seventy millions of pounds were growing in the Union. as follows:—50 millions in South Carolina, 45 in Georgia, 20 in Tennessee, 20 in Alabama, 12 in Virginia, 10 in North Carolina, 10 in Louisiana, and 10 in Mississippi.

In 1826, the whole crop of the Union was 348½ millions. Of this, Georgia grew 75 millions, South Carolina 70, Tennessee 45, Alabama 45, Louisiana 38, Mississippi 20, Virginia 25, North Carolina 18, Florida 2, and Arkansas one half of a million.

In 1833, the crops of the United States had increased to 437½ millions. Of this, 88 millions grew in Georgia, 73 in South Carolina, 70 in Mississippi, 65 in Alabama, 55 in Louisiana, 50 in Tennessee, 15 in Florida, 13 in Virginia, 10 in North Carolina, and 3-4 in Arkansas.

The next year, 1834, the crop had increased to 457½ millions, and was grown as follows:—85 in Mississippi, 85 in Alabama, 75 in Georgia, 65½ in South Carolina, 62 in Louisiana, 45 in Tennessee, 20 in Florida, 10 in Virginia, 9½ in North Carolina, and 1-2 in Arkansas. Subsequently, no certain data are in our possession; but the estimate at this time is 550 millions as the whole crop of the Union.

Thus it will be seen, that from 1791 to 1826, South Carolina was the most abundant cotton growing State in the Union. In 1826 Georgia took the lead, and held it till 1834, when Alabama and Mississippi took the front rank. At this time, Mississippi is perhaps the most extensive cotton growing state in the Union. South Carolina and Alabama are next. North Carolina is beginning to deteriorate as a cotton country, while the worn lands in Middle Tennessee are thought to improve for this culture—maturity, the vital desideratum, not being so easily allowed in the rank luxuriance of the fresher soils.

COTTON PLANT.

Imports and Exports of Specie.

At the present moment, it is believed the following table of the imports and exports of specie, which we have compiled from the public documents published by Congress, will prove interesting. It will be followed by others which are now in a state of preparation.

	Imports.						Exports.							
	Bullion.			Coin.			Bullion.			Coin.				
	Gold.	Silver.	Total.	Gold.	Silver.	Total.	Gold.	Silver.	Total.	Gold.	Silver.	Am. & n.	Total coin.	
1821	.....	.....	84,890	.....	.....	7,980,000	.....	.....	90	.....	.....	10,477,969	.....
1822	.....	.....	411,444	.....	.....	2,958,402	.....	.....	28,248	.....	.....	10,781,932	.....
1823	.....	.....	230,771	.....	.....	4,867,125	.....	.....	1,800	.....	.....	6,371,187	.....
1824	11,941	319,451	331,392	34,954	8,013,489	8,048,443	8,379,835	.....	.....	.....	.....	7,014,552	.....
1825	151,020	368,827	519,847	378,357	5,252,661	5,630,918	6,150,766	.....	.....	10,849	315,662	8,470,534	.....
1826	151,020	368,827	519,847	562,546	5,740,133	6,302,685	6,880,960	15,648	25,090	40,738	434,555	3,623,385	.....
1827	91,049	422,605	513,654	1,019,399	6,618,077	7,637,476	8,151,130	8,611	3,236	11,847	820,304	6,139,155	1,043,574	
1828	69,660	465,063	534,723	738,570	6,216,458	6,955,028	7,489,741	13,663	42,588	56,251	928,384	6,665,804	693,057	
1829	110,638	837,107	947,745	706,028	6,749,839	7,455,867	7,403,612	25,270	13,821	23,091	9,55,102	3,136,994	612,886	
1830	115,267	1,049,343	1,164,610	705,879	6,285,475	6,991,354	8,155,964	10,657	24,154	34,791	474,876	731,955	937,151	
1831	166,191	686,283	852,474	765,838	5,087,633	6,463,471	7,305,945	21,690	92,572	225,262	899,365	5,831,830	5,058,474	
1832	102,021	736,711	838,732	614,665	4,454,107	5,068,772	5,907,504	7,615	225,517	266,132	630,898	3,851,417	1,410,941	
1833	48,267	297,840	346,107	563,585	6,160,676	6,724,261	7,070,368	26,773	.....	26,773	495,890	1,722,196	366,842
1834	293,665	514,417	808,082	3,472,507	13,631,043	17,103,550	17,911,632	.....	2,591	15,272	276,659	1,383,987	400,500
1835	655,457	765,283	1,420,740	1,669,739	10,040,968	11,710,707	13,131,441	.....	.....	.....	625,679	1,522,495	729,601
1836	1,913,137	318,350	2,231,487	5,318,725	5,850,669	11,169,394	13,400,881	25,777	52,695	78,472	275,940	3,624,186	345,738	
1837	536,549	594,291	1,130,840	1,895,265	7,490,309	9,385,574	10,516,414	101,563	5,600	107,163	1,828,653	2,756,914	1,283,519	
1838	230,604	392,843	623,447	5,679,390	17,123,579	17,747,116	.....	.....	2,500	2,500	740,263	2,239,342	472,941
	4,611,740	8,230,501	13,569,346	29,890,146	102,870,933	148,566,606	162,135,952	269,928	872,351	1,142,279	9,682,532	10,398,781	10,356,204	109,436,517

TABLE CONTINUED.

	Total Exports.	Excess of Imports.	Excess of Exports.	Am. bullion received at the mint.
1821	10,478,059	....	2,413,169	....
1822	10,810,180	....	7,440,334	....
1823	6,372,987	....	1,275,091	....
1824	7,014,552	1,365,283	....	5,000
1825	8,797,055	....	2,646,290	17,000
1826	4,098,678	2,782,288	....	20,000
1827	8,014,880	136,250	....	21,000
1828	8,243,476	....	753,735	46,000
1829	4,924,020	2,479,592	....	140,000
1830	2,178,773	5,977,191	....	466,000
1831	9,014,931	....	1,708,986	520,000
1832	5,656,340	251,164	....	678,000
1833	2,611,701	4,458,667	....	868,000
1834	2,076,758	15,834,874	....	898,000
1835	6,477,775	6,653,672	....	698,500
1836	4,324,336	9,076,545	....	467,000
1837	5,976,249	4,540,165	....	282,000
1838	3,508,046	14,239,070	....	435,100
	110,578,796	67,794,761	16,237,605	5,561,600

Remarks.

The preceding table furnishes the following facts:

The amount of gold and silver imported in the 18 years, from 1821 to 1838 inclusive, is \$162,135,952.

Prior to 1824 there is no distinction made between gold and silver.

The amount imported since 1824, of

Gold Bullion is \$4,611,740

Coin, 29,890,146

Total gold, - - \$34,501,886

Silver Bullion, 8,230,501

Coin, 102,870,933

Total Silver, - - \$111,101,434

The Gold being in nearly the proportion of \$1 to \$3½ of Silver.

Of the amount of gold imported within the last 5 years, 1834 to 1838 inclusive, viz. \$27,429,927, there were received from England, - - - \$13,951,193

France, - - - 8,038,986

Mexico, - - - 485,614

\$22,475,793

Leaving 4,954,134 from other countries, exclusive of 5,561,600 received from the mines in the United States.

Of the Silver during the same period, viz. 45,277,563, there were received from

England, - - - \$4,606,937

France, - - - 2,200,000

Mexico, - - - 26,939,906

\$33,746,843

Leaving from the rest of the world \$11,530,720.

The average annual importation of Bullion and Coin for the 18 years is \$9,007,507. The smallest amount in any one year being \$2,958,402, in 1822; and the largest \$17,123,579, in 1838.

For the last four or five years, the amount of importations has been increased by the payment of claims upon France—the Smithsonian legacy, and probably some portion of the loans obtained for internal improvements in England, and

the Neapolitan claims; all which have tended to make the average above stated, greater than probably it will be in the ordinary business of the same number of succeeding years.

The amount of Gold and Silver exported from 1821 to 1838, is \$110,578,796.

Of which there was in Gold Bullion and Coin,	\$9,952,460
Silver " "	90,271,132
American Gold and Silver Coins,	10,355,204
	<u>\$110,578,796</u>

The annual average amount of Export being \$6,143,266

In the five years from 1834 to 1838 inclusive, there were exported of Gold and Silver to England, 2,524,242
France, 2,615,608

We have then the following result:

Imports of Foreign Gold and Silver,	-	\$162,135,952
American Gold from U. S. mines,	-	5,561,600

Total receipts of Gold and Silver,	-	\$167,697,552
Exports of Gold and Silver,	-	110,578,796

Leaving a balance of - - - - \$57,118,756 remaining in the country.

So that, notwithstanding great alarm is excited by the shipment of a million or two of specie, it appears from the tables and the preceding statement, since 1821, there has been an actual gain of specie of \$57,118,756. That the exportation from being, in each of the years 1821 and 1822 ten millions, is now reduced to three or four millions per annum—while, at the same time, the amount of Imports has greatly increased; and from 1825, with the exception of 1828 and 1831, (when together the exports exceeded the imports about 2½ millions,) there has been an average annual gain of upwards of five millions; and in 1838 of more than fourteen millions.

We have no accurate means of ascertaining the specie capital in the United States. From a general statement of the condition of all the Banks in the United States, made by the Secretary of the Treasury from their returns nearest to January 1, 1837, just previous to the suspension of specie payments, it appears the specie on hand at that time in all the 788 Banks and Branches was - \$37,915,340
To which add the excess of imports over exports of specie in 1837 and 1838, 18,779,235
And also the receipts at the Mint - - 717,100

Which makes an actual amount known

to be in the country at that time, if

the returns are correct, of - - - \$57,411,675

The rest must be a matter of opinion; and it is surprising how persons differ respecting it.

It would probably not be an extravagant estimate to fix the amount in the pockets and houses of the people, at that time, to be as great as in the Banks, which would be an average of about 2½ dollars to each individual in a supposed population of 17,000,000; but, say 30,000,000 in possession of the people, which would give a specie basis of upwards of 87 millions.

A report of the Secretary of the Treasury of the condition of the Banks, from reports nearest to January 1, 1839, exhibits an improvement in the amount of specie over 1837. 639 Banks and Branches show on 1st January, 1839,

39,470,063 specie; whereas in 1837, 788 Banks and Branches possessed only 37,915,340.

The following statement will show their condition at different periods, before and since the suspension, nearest to the dates.

	Banks and B.	Circulation.	Specie.	Specie to circula'n.
Jan. 1, 1837,—788		149,185,890	37,915,340	1 to 3.93
May “ —521		92,332,167	21,472,367	1 to 4.30
	—650*	106,071,211	26,575,082	1 to 3.98
May 1838	—635	97,379,980	37,209,391	1 to 2.61
Jan. 1, 1839,—639		100,670,640	39,470,063	1 to 2.55

* A more complete return.

The preceding statement of imports and exports embraces only the specie which comes under the notice of the Custom House, and does not probably include that which is in the personal possession of emigrants arriving in, or departing from the United States. It is believed that a much larger amount is brought into, than is removed from the country by them, as emigrants who leave the United States are but few compared with those who arrive, many of whom bring large sums to invest in lands; and Americans and others who visit foreign countries are presumed to be furnished with credits or Bills of Exchange.

It would be interesting to know the amount of gold and silver which is annually taken out of circulation by the manufacture of articles of luxury or usefulness. Of the former, we have been informed by a gentleman long extensively engaged in business, that the amount used for silver or plated ware and jewellery, is much less than is generally supposed, as a great deal of old metal is employed instead of coin; and that the demand for such articles has materially diminished within a few years. Notwithstanding, the amount consumed by gold-beaters, for plated and silver ware, buttons, &c. must be very considerable; we have seen an estimate prepared at the request of a public officer, from information and opinions collected from those engaged in these branches of manufacture, which made it upwards of half a million. The increase of population must also cause a much greater demand for specie than formerly.

We have, in a course of preparation, tables showing the countries from which the specie has been received, and to which it has been sent for the same period.

Price of Grain South.—The Greenville S. C. Mountaineer of the 16th instant, states that a few days previous a wagon load of prime wheat was purchased in East Tennessee at 37½ cents per bushel, and the gentleman who purchased it said that if he had gone a few miles farther he could have had it at 25 cents per bushel. The same informant says that in that section of country, the farmers offer to engage corn, when it is harvested, at from 12½ to 18½ cents per bushel. Among all our evils it is evident that we shall not starve for the want of something to sustain nature. The whole country, with few exceptions, has been most bountifully blessed.

A sale of \$100,000 New York and Erie Rail Road Stock bearing 4½ per cent. interest, payable quarterly in New York, was made on Saturday at auction, under the direction of the Comptroller, and taken by Messrs. Prime, Ward & King, as follows: \$10,000 at 79, \$10,000 at 78½, \$30,000 at 78, and \$50,000 at 77½, the closing price. The stock is redeemable in 1859, and was sold on terms. One-third down, and the balance in 30 and 60 days.—*N. Y. Jour. Com.*

TABLE

Showing the value of any number of Sovereigns from one to one hundred, at \$4.85 each, the rate at which they are received and paid out by the Banks. Large amounts are regulated by weight, valuing the 'pennyweight at 94-8 cents, as established by the Act of Congress.

No.	Value.	No.	Value.
1	\$4 85	51	\$247 35
2	9 70	52	252 20
3	14 55	53	257 05
4	19 40	54	261 90
5	24 25	55	266 75
6	29 10	56	271 60
7	33 96	57	276 45
8	38 80	58	281 30
9	43 65	59	286 15
10	48 50	60	291 00
11	53 35	61	295 85
12	58 20	62	300 70
13	63 05	63	305 55
14	67 90	64	310 40
15	72 75	65	315 25
16	77 60	66	320 10
17	82 45	67	324 95
18	87 30	68	329 80
19	92 15	69	334 65
20	97 00	70	339 50
21	101 85	71	344 35
22	106 70	72	349 20
23	111 55	73	354 05
24	116 40	74	358 90
25	121 25	75	363 75
26	126 10	76	368 60
27	130 95	77	373 45
28	135 80	78	378 30
29	140 65	79	383 15
30	145 50	80	388 00
31	150 35	81	392 85
32	155 20	82	397 70
33	160 05	83	402 55
34	164 90	84	407 40
35	169 75	85	412 25
36	174 60	86	417 10
37	179 45	87	421 95
38	184 30	88	426 80
39	189 15	89	431 65
40	194 00	90	436 50
41	198 85	91	441 35
42	203 70	92	446 20
43	208 55	93	451 05
44	213 40	94	455 90
45	218 25	95	460 75
46	223 10	96	465 60
47	227 95	97	470 45
48	232 80	98	475 30
49	237 65	99	480 15
50	242 50	100	485 00

NEW BEDFORD.

We learn that the aggregate population of New Bedford on the 1st of May last, as shown by a census taken by H. H. Crapo, Esq., was 12,354, as follows:

	Males.	Females.
Number under 4 years of age,	612	651
“ from 4 to 12 “	920	943
“ “ 12 to 16 “	389	455
“ “ 16 to 21 “	479	569
“ over 21 years of age,	4,309	3,027
Total	6,709	5,645
		12,354

The coloured population included in the above is 1,050—males, 709; females 342.

In 1837, the population was 11,404, being an increase of only two per cent. for the year 1836. The present population shows an increase of about $4\frac{1}{2}$ per cent. for the last two years.—*New Bedford Mercury*.

From the New Haven Daily Herald.

During the tornado of Wednesday last, I was at the house of Mr. Cooke, ten miles from New Haven, on the turnpike road to Hartford. The only circumstances worth notice, at that place, were the immense quantity of water which fell between 12 and 1 o'clock, and the calmness of the air. During most of the time, there was not motion sufficient to stir a leaf.

Fifty-two years ago, August 13, 1787, a tornado of similar violence arose in New Britain and passed through Wethersfield between the two parishes, and near a small stream; it then proceeded through Glastenbury as far as Bolton and Coventry. In this whirlwind the wife of Wait Robbins lost her life; a child in her arms escaped, but badly wounded. In this tornado, houses were unroofed, buildings demolished, the largest trees uprooted or twisted off; boards, posts and rails were carried to the distance of miles; two gowns of Mrs. Robbins' were found in Glastenbury, three miles distant from her residence.

The column of clouds in that tempest appeared ignited. The accounts of that tornado may be found in the *Connecticut*, August 30, and September 3, 1787.

It is desirable that persons who saw the cloud in the late tornado in this city, would give the public a description of it and its movements, that those may be compared with the phenomena of that in Wethersfield.

N. WEBSTER.

From the New Haven Herald.

SHOOTING STARS OF AUGUST 10th.

The meteoric sprinkle expected about the 9th and 10th of the last month, has duly made its appearance. For several evenings previous to the 9th, when the sky was clear, it was noticed that shooting stars were more frequent and splendid than usual, but no extended observations upon them were made until the night of Friday the 9th. During that night, in the space of five hours, ending at seven minutes after two o'clock of the morning of the 10th, four observers saw in all *six hundred and ninety-one* different meteors. At this time they were slightly increasing in frequency, and had observation been continued until daylight, more than a thousand meteors would doubtless have been seen. Of the number observed, about one-third part exceeded in brightness stars of the first magnitude, and a few were more splendid than Venus. About half of them left luminous trains, some of which remained visible several seconds.

The night of Saturday the 10th, was like that of Friday, exceedingly clear and favourable. During three hours, ending at one o'clock of the morning of the 11th, four observers saw in all *four hundred and ninety-one* different meteors. The average is 164 per hour, while that of the corresponding period of the night previous, is 138 per hour. During the entire night as many as thirteen hundred might probably have been seen. As to magnitude, trains, &c. they were similar to the meteors of the night preceding. They were not diminishing in abundance when the observations ceased. On both nights most of the meteors appeared to radiate from a region about the head of *Perseus*, (near R. A. 37°, N. D. 49°.) Few of them moved in paths which would not, if traced back, meet in that vicinity.

During the night of the 11th, the sky was so much obscured by clouds, that no satisfactory observation could be made. It is probable that the meteors were then diminishing in frequency. H.

New Haven, Conn. Aug. 12, 1839.

ANOTHER DISCOVERY OF MASTODON BONES.

The Vicksburg Sentinel says, that at the rail road near that place, a cave took place in the bank, within a short distance of the city depot. The workmen on clearing away the earth discovered the tusk of some tremendous animal, which is said to have been about four feet long, but so extremely brittle, that it was broken in many pieces. When first seen, it was about ten feet below the surface of the earth.

The New London Gazette publishes the following official statement of the capture of the suspicious looking schooner, furnished by an officer of the surveying brig Washington, by which she was brought into that port.

"U. S. BRIG WASHINGTON, }
New London, August 26th, 1839. }

"While this vessel was sounding this day between Gardner's and Montauk Points, a schooner was seen lying in shore off Culloden Point, under circumstances so suspicious as to authorize Lieut. Com. Gedney to stand in to see what was her character—seeing a number of people on the beach with carts and horses, and a boat passing to and fro, a boat was armed and despatched with an officer to board her.

On coming alongside a number of negroes were discovered on her deck, and twenty or thirty more were on the beach—two white men came forward and claimed the protection of the officer. The schooner proved to be the "Armistad," capt. Ramonfues, from the Havana bound to Guanaja, Port Principe, with 54 blacks and two passengers on board; the former, four nights after they were out, rose and murdered the captain and three of the crew; they then took possession of the vessel with the intention of returning to the coast of Africa. Pedro Montes, passenger, and Jose Rues, owner of the slaves and a part of the cargo, were only saved to navigate the vessel.

After boxing about for four days in the Bahama Channel the vessel was steered for the island of St. Andrews, near New Providence; from thence she went to Green Key, where the blacks laid in a supply of water. After leaving this place the vessel was steered by Pedro Montes for New Providence, the negroes being under the impression, that she was steering for the coast of Africa; they would not, however, permit her to enter the port, but anchored every night off the coast.

The situation of the two whites was all this time truly deplorable, being treated with the greatest severity, and Pedro Montes, who had charge of the navigation, was suffering from two severe wounds, one in the head and one in the arm, their lives threatened every instant. He was ordered to change the course again for the coast of Africa, the negroes themselves steering by the sun in the day time, while at night he would alter their course so as to bring them back to their original place of destination.

They remained three days off Long Island, to the eastward of Providence, after which time they were two months on the ocean; sometimes steering to the eastward, and whenever an occasion would permit, the whites would alter the course, to the northward and westward, always in hopes of falling in with some vessel of war, or being enabled to run into some port, when they would be relieved from their horrid situation.

Several times they were boarded by vessels, once by an American schooner from Kingston. On these occasions the whites were ordered below, while the negroes communicated and traded with the vessel; the schooner from Kingston supplied them with a demijohn of water for the moderate sum of one doubloon; this schooner, whose name was not ascertained, finding that the negroes had plenty of money, remained lashed alongside the "Armistad" for twenty-four hours, though they must have been aware that all was not right on board, and probably suspected the character of the vessel—that was on the 18th of the present month; the vessel was steered to the northward and westward, and on the 20th inst. distant from New York 25 miles, the pilot boat No. 3 came alongside and gave the negroes some apples. She was also hailed by No. 4; when the latter boat came near, the negroes armed themselves and would not permit her to board them; they were so exasperated with the two whites for bringing them so much out of the way that they expected every moment to be murdered.

On the 24th they made Montank Light, and steered for it in the hope of running the vessel ashore; but the tide drifted them up the bay, and they anchored where they were found by the brig Washington, off Culloden Point. The negroes were found in communication with the shore, where they laid in a fresh supply of water, and were on the point of sail-

ing again for the coast of Africa. They had a good supply of money with them, some of which it is likely was taken by the people on the beach. After they were disarmed and sent on board from the beach, the ringleader jumped overboard with three hundred doubloons about him, the property of the captain, and all of which he succeeded in loosing from his person, and then permitted himself to be captured. The schooner was taken in tow by the brig and carried into New London."

BOSTON MERCANTILE LIBRARY ASSOCIATION.

This highly useful and praiseworthy Institution, we understand, will celebrate its 19th anniversary the latter part of next month. Hon. Rufus Choate has accepted the invitation of the Society to deliver the annual address, and one of the members will deliver a poem.

The Mercantile Library is located in School street, and will eventually, if fostered by a liberal hand, be one of the proudest monuments of our city. As it already enrolls among its members a large number of our most active and intelligent young men, we have every thing to hope for its prosperity and complete success. Let but the merchants of Boston follow the noble example of their brethren in New York, and ere long the Institution will be second to none in the country. It needs funds to accomplish the object for which it was intended, and they should be supplied with a liberal hand.

F.

[Boston paper.]

ITEMS.

The Beet Sugar Manufactory of White Pigeon, in the county of St. Joseph, Michigan, is in successful operation. The Company intend to manufacture this year 200,000 pounds. This will supply most of the Western Country. The White Pigeon Republican, a paper published in that village, of July 31, ultimo, states the above fact and further remarks, that 60,000 pounds of sugar are brought into the county of St. Joseph, from New York, every year, at an expense of 8 to 9,000 dollars, which will hereafter be kept at home. The quantity which will be manufactured, this year will keep in the county near 20,000 dollars, which would otherwise have been taken to New York, and never find its way back. They believe that they can manufacture and sell their sugar cheaper than it can be imported.

Rice.—As of interest to Rice Planters we note the fact, that 400 casks of Rice were lately imported into the Havana from Maranhão, Brazil, and 300 into St. Jago from Para. The quality stated to be fully equal to Carolina. Mills for cleaning Rice, of the most approved form, have been introduced into Brazil. The article of Rice will not probably for the coming season maintain anything like the price that has ruled since the last crop, as the crop coming in, is very promising throughout the region of its culture, and the depreciated prices of other breadstuffs will of course tend to bring down the price of rice.—*Wilmington, N. C. Chron.*

Locusts.—On Friday last, in excavating Airy street, in this borough, the workmen came upon a nest of locusts three feet below the surface. They were completely formed, though in a torpid state. The place where found is about the middle of the street, and the soil hard and compact. How came they there?—*Norristown Register.*

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SCHOONER AMISTEAD.

As important questions may arise out of the case of this Schooner, we think it best to record the following narrative of the circumstances, as far as they have been developed.

From the New York Sun of Saturday.

The Whole of the particulars

Concerning the Piracy, Mutiny, and Murders on board the Spanish Schooner Amistead, which was captured on Monday last, and carried into New London.

No sooner had the proprietor of the Sun heard of the capture of the suspicious schooner, which has excited so much remark of late, than he despatched one of the editors to New London, to procure full particulars.

It will be seen that our account is continued up to last night, and embraces every particular connected with this important affair from the first to the last.

In the month of June last, Don Ruiz Jose, a wealthy and noble Spaniard, left his estate at Principe and proceeded to Havana to buy slaves. At Havana he purchased 49 from a cargo which had just arrived from the Coast of Africa. To forward his purchase home, he chartered the schooner Amistead, Ramon Ferrers, master and sole owner. Together with his slaves he shipped a number of packages, partly his own and partly on freight. The packages contained a regular assortment of goods for that market. There was some crockery, some copper, and many dry goods, besides fancy articles for amusement or luxury. Personally, Senor Ruiz had but little money on board, although the captain was supposed to have specie to the amount of \$8,000 in doubloons. Besides this cargo, the Amistead received on board Don Pedro Montez and four slaves, as passengers. The slaves of Senor Montez were from the same cargo as those of Ruiz, but were all children between the ages of 7 and 12. Three of the four were females, and one a male. The crew of the schooner consisted of the captain, his two slaves, and two white men. The slaves of Ruiz and Montez were all Congolese negroes, only six weeks from the coast of Africa, four of which at least had been spent on the passage. One of the captain's slaves was a mulatto, and employed as cook; the other a black boy named Antonio, who is yet on board the schooner.

The schooner is of Baltimore clipper build, about 170 tons burden, 6 years old, and was called the Friendship, which being Hispaniolised, means Amistead. She was insured at Havana to her full value. Senor Ruiz is insured \$20,000, and it is supposed the rest of the shippers also were.

On the 28th of June, 1839, this vessel sailed from the Havana for Guanaja, the port of entry for Principe. Among the slaves purchased by Ruiz, was one called, in Spanish, Joseph Cinquez, who is the son of an African chief. This Cinquez is one of those spirits which appear but seldom. Possessing far more sagacity and courage than his race generally do, he had been accustomed to command. His physical proportions are those best calculated to endure privation. His countenance when in repose, looks heavy, but under excitement it assumes an expression of great intelligence. His eye is that of a Spaniard, and can exhibit every variety of thought, from the cool contempt of a haughty chieftain, to the high resolve which would be sustained through martyr-

dom. His lips are thicker, and more turned up than those of his race in general, but when opened, display a set of teeth rivalling in beauty, the most regular of those which we praise so much in Caucasian beauty. But his nostrils are the most remarkable feature he possesses. These he can contract or dilate at pleasure. His general deportment is free from levity, and many white men might take a lesson in dignity and forbearance from the African Chieftain, who, although in bondage, appears to have been the Osceola of his race. In height he is just 5 feet 7½ inches, has a full chest, large joints and muscles, and built for strength and agility.

The head of this extraordinary man, now only 26 years of age, is one that, in phrenological parlance, indicates the strongly marked character of its possessor. The forehead is high and perpendicular, no receding; it would most probably be called round. The organs of locality, individuality, and eventuality are very prominently developed. Causality, comparison, and hope, rather small. Language is very good. In this head the moral sentiments preponderate. Benevolence, veneration, and conscientiousness are very large. Combativeness and destructiveness are only moderately developed. Perhaps, however, the strongest points are adhesiveness, concentrativeness, and firmness. These indicate unshaken courage and intense love of home and kindred. He is, taking him for all in all, one calculated to excite the deepest interest in his behalf, and just the man to invent and become the leader in such an event as that which has thrown him on our shores.

For four days after leaving the Havana, all went well except that the winds were ahead. Guanaja is only about 300 miles from the city of Havana, and is situated in the province of Puerto Principe, on the Island of Cuba.

On the fifth night, the captain being asleep on a mattress on deck, with his mulatto slave by his side, was attacked by this chief with a sugar knife. The first blow did not inflict great injury, for after receiving it, he called to Antonio, also his own slave, and a cabin boy, to get some bread and throw it among the negroes, hoping thereby to pacify them. The captain defended himself bravely, but he was overpowered by Joseph, who split his head open. While Joseph was engaged with the captain, three others were attacking the mulatto slave and the white men. In the meantime the other negroes were making the most dreadful noises imaginable. While killing the captain and the mulatto, the man at the wheel and another Spanish sailor, let down the stern boat and escaped. After the bloody business was finished, Joseph attacked Senor Montez, and would have killed him but for the interference of others. As it was, Senor Montez received a very dangerous wound on the head, and another on the arm. When the attack ceased, Montez went below. Ruiz had been on deck, but no attempt was made to hurt him. Joseph followed Montez, and leading him on deck, tied his hands. Ruiz was tied immediately afterward, and then both were lashed together. Joseph and his three companions then went below and ransacked the cabin, after which he armed them with sugar knives similar to that he used. This weapon is about 28 inches long, and three broad at the end. From that width it tapers off to the handle, where it is simply a piece of bar steel, about an inch square. There were but four muskets on board, and the use of these was unknown to the slaves. When the ransacking was ended, Montez and Ruiz were allowed to go below. Next morning Montez was

taken out of the cabin, and although dangerously wounded, compelled to steer to the eastward. Having been master of a ship in early life, he understood boxing about without making headway. All this time the negroes pointed to the sun and then to their knives, and if for a moment the vessel veered perceptibly, they brandished their knives over the head of Montez in a most horrible manner. The poor wretches knew that they had come from where the sun appeared to rise, but they understood nothing of navigation, and were easily deluded.

About two days after the rising, they had a heavy gale, which drifted them into the Bahama channel. Here they boxed about again, but saw no vessels; at last, being out of water, the negroes ordered Montez to make the nearest land, which proved to be the Island of St. Andrews. Here the negroes met no one. After this Montez steered for New Providence, but the negroes were not disposed to land. By this time Joseph had learned to steer, and he took the helm in the day, leaving one of the white men to steer at night. Every night Joseph slept near the helm, and had two of the most trusty negroes by his side watching, and ready to awake him on the least alarm.

During this interval, the negroes broke open the hatches and pillaged the cargo. Among it they found wine, raisins, and a great quantity of medicine; all this they ate indiscriminately. Ten died in a short time, and others would have done so, had not Joseph forbidden the rest to touch any thing but what he gave them. Any infraction of this wholesome regulation brought down on the head of the offender a severe personal chastisement from the hands of the chief. Joseph lived abstemiously during the whole trouble, and insisted on the most perfect obedience to his order. The only food eaten was portioned out by his hand, and not a box of the cargo opened but under his direction. He divided the spoil, taking the smallest portion for himself. He was the master spirit on board; every thing felt his influence. We confess that during all this time the whites were in a most wretched condition, and their hopes of escape very small. In the night they steered to the west, and succeeded in persuading Joseph to keep to the north of east in the day.

About the 15th of this month, as the Spaniards suppose, for they had lost knowledge of dates and days, they came in sight of Long Island. In the interval they had been boarded by several vessels, one of which supplied them with a demijohn of water. They had seen many vessels and signalized them, but were unable to call their attention. When any vessel came alongside, Joseph would stand by Ruiz, the only man who speaks English, and watch him with fearful intensity.

The organ of communication between Senor Ruiz and the Congolese, was Antonio, the captain's slave. He is by birth an African, but has lived in Cuba nine or ten years. He speaks both Congolese and Spanish. He had been employed as cabin boy, and could Joseph have dispensed with his assistance he would have been killed.

On the 20th of this month they were hailed by pilot boat No. 3, which gave them some apples. Joseph having some fear of betrayal, would not allow Ruiz to speak with these. Pilot boat No. 4 came alongside also, but they were not permitted to board. On the 24th they made Montauk light and stood for it, hoping to run the vessel ashore, but the tide drifted them up the bay. They then came to anchor off Culloden Point, but the negroes went ashore to lay in water. Between the 15th and 24th they had anchored about thirty times, at different places on the coast.

The negroes who went ashore at Culloden were almost naked, and the inhabitants were exceedingly alarmed. They were two days in the neighbourhood without any attempt being made to arrest them. Only in two instances did they succeed in bartering with the inhabitants for provisions, once for a doubloon, and once for a musket. While engaged in watering, they were fallen in with by Captain Green, and another gentleman from Sag Harbour, who had visited the point on a shooting excursion. Captain Green immediately saw that all was not right, and gave them to understand that they should be taken care of. There appears to be something contradictory in the report of these gentlemen, who

say that the negroes asked what country they were in, to which the Americans replied, America. Then according to the statement of the gentlemen, they asked the negroes if they had any money on board, and told them to fetch it. The negroes said they had, and went on board and brought back two trunks, which they said contained 400 doubloons. Captain Green said he lifted the trunks and heard the money rattle. He then told them that in the morning he would pilot them into Sag Harbour, upon which they returned to the schooner, taking the money with them. How this conversation could have occurred, when not one of the negroes can speak a word of English, is a mystery to us, unless Captain Green or his friend speak Congolese. However, Captain Green is going to claim salvage, if he told the collector at New London correctly, on the doubloons. In that case, no doubt, he will explain every thing satisfactorily. We only tell the story as he told us.

Either before or immediately after Capt. Green and his friend had retired, the boat of the cutter Washington came in sight and boarded the vessel. Immediately on seeing a gentleman in uniform, Senor Ruiz went up to him and said, "These negroes are my slaves; they have risen and taken the vessel; that is the leader, (pointing to Joseph) and I claim your protection."

Lieuts. Porter and Meade then immediately took possession, disarmed the negroes, and took the schooner in tow. Joseph on seeing this went below, and tying some gold about his person, he leaped out of the main hatch, and at one bound was over the side. While under the water he disengaged the doubloons, and came up about 100 yards from the vessel, having been under water at least five minutes. The boat was instantly manned and sent in chase of him. When the boat neared him he would stop, but just as it came within reach, he would dive down and come up again some yards behind her stern. He thus employed them about forty minutes, when seeing farther attempts useless, he gave himself up. When pulled on board the boat he smiled, and putting his hands to his throat, intimated that he was going to be hanged. Joseph was then transferred to the Washington, but he seemed so uneasy, and displayed so much anxiety to return to the schooner, that he was humanely gratified. On once more joining the Amistead, the poor wretches clustered around him, making the most extravagant demonstrations of joy. Some laughed, some screamed, some danced, and some wept. Joseph stood in the midst but did not even smile. When the noise had subsided, he addressed them in Congolese, which was translated by Antonio as follows:

"Friends and Brothers—We would have returned, but the sun was against us. I would not see you serve the white man, so I induced you to help me kill the captain. I thought I should be killed—I expected it. It would have been better. You had better be killed than live many moons in misery. I shall be hanged, I think, every day. But this does not pain me. I could die happy, if by dying I could save so many of my brothers from the bondage of the white man."

By this time the excitement had risen to such a pitch, that the officer in command had Joseph led away by force, and returned to the Washington. Even this the hero bore with stoical dignity, while his poor countrymen uttered the most piercing yells. On board the Washington he was manacled to prevent his leaping overboard. Even this failed to elicit the slightest perceptible emotion. This was on Tuesday. On Wednesday he signified by motions that if they would take him on board the schooner again; he would show them a handkerchief full of doubloons. He was accordingly sent on board. His manacles were taken off, and he once more went below to receive congratulations even more wild and enthusiastic than those of Tuesday. Antonio was told to watch and listen to him. Instead of finding the doubloons, he again addressed the negroes, which, according to the interpretation of Antonio to Spanish, and from Spanish to English by John Jay Hyde, Esq., Editor of the New London Gazette, was as follows:

"My brothers, I am once more among you, having deceived the enemy of our race by saying I had doubloons. I

came from them to tell you that you have only one chance for death and none for liberty. I am sure you prefer death as I do. You can, by killing the white men now on board, and I will help you, make the people here kill you. It is better for you to do this, and then you will not only avert bondage yourselves, but prevent the entailment of unnumbered wrongs on your children. Come—come with me then—”

Antonio made the signal, and the unsubdued chief was dragged from the hold, again manacled, and put on board the Washington. While making this speech, his cheek shone, and his eye was often turned to the sailors in charge. The negroes yelled and looked as fiercely as he did. They leapt about, and seemed like creatures under some talismanic power. On his way to the Washington, the hero moved not a muscle, but kept his eyes fixed on the schooner. On board the Washington he made a thousand gestures and motions to be taken on deck, as if on some urgent and important errand. But when led up he only looks at the schooner, and remains with his eye fixed upon her till taken below again. He evinces no emotion, and had he lived in the days of Greece or Rome, his name would have been handed down to posterity as one who had practised those most sublime of all virtues—disinterested patriotism and no shrinking courage. Now, most probably, he will be hanged as a murderer and a pirate.

We subjoin from the New York Sun the following additional particulars relative to the Spanish schooner Amistead, at New London.

On Wednesday night, Captain Gedney despatched an express to the United States Marshal at New Haven, who gave information to his Honour A. T. Judson, United States District Judge. On Thursday morning both these gentlemen arrived, and after careful deliberation, concluded to hold their court on board the Washington, then lying off the Fort, within musket shot of the schooner. Lieut. Wolcott kindly offered the services of the United States Cutter Experiment to take all interested on board the Washington. The United States Marshal politely took us under his protection.

JUDICIAL INVESTIGATION.

At anchor, on board the United States cutter Washington, commanded by Lieut. Gedney.

NEW LONDON, Aug. 29, 1839.

His Honor, Andrew T. Judson, United States District Judge, on the bench; C. A. Ingersoll, Esq. appeared for the United States District Attorney. The Court was opened by the United States Marshal. The clerk then swore Don Pedro Montez, owner of part of the cargo, and 3 of the slaves, and Don Jose Ruiz, also owner of part of the cargo, and 49 of the slaves. These gentlemen then lodged a complaint against Joseph Cinquez, (the leader in the alleged defence,) Antonio, Simon, Lacia, Peter, Martin, Manuel, Andrew, Edward, Caledonis, Bartholomew, Raymond, Augustine, Evaresto, Casimirs, Mercho, Gabriel, Santario, Escalístico, Pascual, Estanilaus, Desiderio, Nicholas, Stephen, Thomas, Corsino, Lewis, Bartolo, Julian, Frederick, Saturnio, Lardualado, Celestino, Epifanio, Tervacio, Genancio, Philip, Francis, Hipiloto, Venito, Tidoro, Vicinto, Dionecio, Apoloniao, Ezidiquiol, Leon, Julius, Hippoloto 2d, and Zidonon, or such of the above as might be alive at that time. It was ascertained that Joseph Cinquez, and 38 others were alive, and on the complaint an indictment was framed charging them with murder and piracy on board the Spanish schooner Amistead.

Joseph Cinquez, the leader, was brought into the cabin manacled. He had a cord round his neck, to which a snuff box was suspended. He wore a red flannel shirt and duck pantaloons. His appearance was neat, and in cleanliness would compare advantageously with any colored dandy in Broadway.

He was calm and collected. Occasionally he smiled with a melancholy but determined expression, but he evinced no fear. At intervals he motioned with his hand that he expected

to be hanged, and then for a moment would gaze intently on his accusers.

Lieutenant R. W. Meade, who speaks the Spanish language both elegantly and fluently, acted as an interpreter between the Spaniards and the court. The poor prisoner did not understand a word in either language, and stood a mute spectator, although interested in the event.

Several bundles of letters were produced, saved from the Amistead, and such as were unsealed read. The contents being simply commercial can be of no interest to the reader. Among the papers were two licenses from the Governor of Havana, Gen. Ezpeleta; one for three slaves owned by Pedro Montez, one of the men saved, and 49 owned by Senor Don Jose Ruiz, the other that has escaped, allowing the said slaves to be transported to Principe, and commanding said owners to report their arrival to the territorial judge of the District in which Principe is situated. A license was found permitting Pedro Montez, a merchant of Principe, to proceed to Matanzas, and transact business, which was endorsed by the Governor of Havana, and the officer of the port. Regular passports were produced, allowing the passengers to proceed to their destination. A license was found permitting Selestino Ferrers, a mulatto, owned by Captain Ramon Ferrers, and employed as a cook, to proceed on the voyage. Other licenses for each sailor were produced and read, all of which were regularly signed, and endorsed by the proper authorities.

The Custom House clearance dated the 18th May, 1839, was produced. Also another dated 27th June, 1839, all regular. Several licenses permitting goods to be shipped on board the Amistead, were read and decided to be regular.

Lieutenant R. W. Meade testified that he was in the boat which boarded the Amistead, and demanded the papers, which were unhesitatingly delivered. Previous to this demand Senor Don Jose Ruiz had claimed protection for himself and Don Pedro Montez, the only two white men on board. The protection was immediately granted and the vessel brought to New London.

Many of the events which are detailed in the narrative were omitted in the evidence as having no bearing on the guilt or innocence of the accused, in the present stage of the proceedings.

Senor Don Jose Ruiz was next sworn, and testified as follows:—I bought 49 slaves in Havana, and shipped them on board the schooner Amistead. We sailed for Guanaja, the intermediate port for Principe. For the four first days every thing went on well. In the night heard a noise in the fore-castle. All of us were asleep except the man at the helm. Do not know how things began; was awake by the noise. This man, Joseph, I saw. Cannot tell how many were engaged. There was no moon. It was very dark. I took an oar and tried to quell the mutiny: I cried no! no! I then heard one of the crew cry murder. I then heard the captain order the cabin boy to go below and get some bread to throw to them in hope to pacify the negroes. I called on Montez to follow me, and told them not to kill me. I did not see the captain killed. They called me on deck, and told me I should not be hurt. I asked them a favor to spare the old man. They did so. After this they went below: and ransacked the trunks of the passengers. Before doing this they tied our hands. We went on our course; don't know who was at the helm. Next day I missed Capt. Ramon Ferrers, two sailors, Manuel Pagilla, and Yacinto ———, and Selestino, the cook. We all slept on deck. The slaves told us next day that they had killed all; but the cabin boy said that they had only killed the captain and cook. The other two he said had escaped in the canoe—a small boat. The cabin boy is an African by birth, but has lived a long time in Cuba. His name is Antonio, and belonged to the captain. From this time we were compelled to steer east in the day; but sometimes the wind would not allow us to steer east, then they would threaten us with death. In the night we steered west, and kept to the northward as much as possible. We were six or seven leagues from land when the outbreak took place. Antonio is yet alive. They would have killed him, but he acted as interpreter between us, as he understood both languages. He

is now on board the schooner. Principe is about two days sail from Havana, or 100 leagues, reckoning 3 miles to a league. Sometimes when the winds are adverse, the passage occupies 15 days.

Senor Don Montez was next sworn. This witness testified altogether in Spanish, Lieutenant R. W. Meade interpreter.

We left Havana on the 28th of June. I owned 4 slaves, 3 females and 1 male. For three days the wind was ahead, and all went well. Between 11 and 12 at night, just as the moon was rising, sky dark and cloudy, weather very rainy, on the fourth night, I laid down on a mattress. Between 3 and 4 was awakened by a noise which was caused by blows given to the mulatto cook. I went on deck, and they attacked me. I seized a stick and a knife, with a view to defend myself. I did not wish to kill or hurt them. At this time the prisoner wounded me on the head severely with one of the sugar knives, also on the arm. I then ran below and stowed myself between two barrels, wrapped up in a sail. (Here the prisoner motioned for his snuff box.) The prisoner rushed after me and attempted to kill me, but was prevented by the interference of another man. I recollect who struck me, but was not sufficiently sensible to distinguish the man who saved me. I was faint from loss of blood. I then was taken on deck and tied to the hand of Ruiz. After this they commanded me to steer for their country. I told them I did not know the way. I was much afraid, and had lost my senses, so I cannot recollect who tied me. On the second day after the mutiny a heavy gale came on. I still steered, having once been master of a vessel. When recovered, I steered for Havana in the night by the stars, but by the sun in the day, taking care to make no more way than possible. After sailing fifty leagues, we saw an American merchant ship, but did not speak her. We were also passed by a schooner but were unnoticed. Every moment my life was threatened. I know nothing of the murder of the captain. All I know of the murder of the mulatto, is that I heard the blows. He was asleep when attacked. Next morning the negroes had washed the decks. During the rain the captain was at the helm. They were all glad, next day, at what had happened. The prisoners treated me harshly, and but for the interference of others would have killed me several times every day. We kept no reckoning. I did not know how many days we had been out, nor what day of the week it was when the officers came on board. We anchored at least thirty times, and lost an anchor at New Providence. When at anchor we were treated well, but at sea they acted very cruelly toward me. They once wanted me to drop anchor in the high seas. I had no wish to kill any of them, but prevented them from killing each other.

The prisoner was now sent to his quarters, and the Court adjourned to the schooner, that she might be inspected, and that Antonio, when making his deposition, might recognise those who murdered the Captain and his mulatto cook.

Adjourned Investigation on board the Amistead,

Antonio, the slave of the murdered Captain, was called before the Court, and was addressed in Spanish by Lieutenant Meade, on the nature of an oath. He said he was a Christian, and being sworn, he thus testified:

"We had been out four days when the mutiny broke out. That night it had been raining very hard, and all hands been on deck. The rain ceased, but still it was very dark. Clouds covered the moon. After the rain, the Captain and the mulatto lay down on some mattresses that they had brought on deck. Four of the slaves came aft, armed with those knives which are used to cut sugar cane; they struck the Captain across the face twice or three times; they struck the mulatto offender. Neither of them groaned. By this time the rest of the slaves had come on deck, all armed in the same way. The man at the wheel and another let down the small boat and escaped. I was awake and saw it all. The man escaped before Senor Ruiz and Senor Montez awoke. Joseph, the man in irons, was the leader; he attacked Senor Montez.—Senor Montez fought with them and wanted them to be still. The captain ordered me to throw some bread amongst

them. I did so; but they would not touch it. After killing the captain and the cook, and wounding Senor Montez, they tied Montez and Ruiz by the hands till they had ransacked the cabin. After doing so they loosed them, and they went below. Senor Montez could scarcely walk. The bodies of the Captain and mate were thrown overboard, and the decks washed. One of the slaves who attacked the captain has since died. Joseph was one, two of them are now below. (The boy then went on deck and picked out the two negroes who had conspired to kill the captain and mulatto.)

The examination of the boy being finished, the court returned by the conveyance which put it on board the Washington, and after being in consultation some time, came to the following decision:

Joseph Cinquez, the leader, and 38 others, as named in the indictment, stand committed for trial before the next Circuit Court at Hartford, to be holden on the 17th day of September next.

The three girls and Antonio, the cabin boy, are ordered to give bonds in the sum of \$100 each to appear before the said court, and give evidence in the aforesaid case, and for want of such bonds to be committed to the county jail in the city of New Haven. These persons were not indicted.

Lieut. R. W. Meade, Don Jose Ruiz, and Don Pedro Montez, are ordered to recognise in the sum of \$100 each to appear and give evidence in said case, before the aforesaid court.

The court now finally adjourned, having given an order to the United States Marshal to transport them to New Haven.

As we were about to leave, the following was put into our hands by Senor Ruiz, with a request that it might be published in all the city papers:

A CARD.

New London, Aug. 29, 1839.

The subscribers, Don Jose Ruiz and Don Pedro Montez, in gratitude for their most unhopd for and providential rescue from the hands of a ruthless gang of African buccanniers, and an awful death, would take this means of expressing, in some slight degree, their thankfulness and obligation to Lieut. Com. T. R. Gedney, and the officers and crew of the United States surveying brig Washington, for their decision in seizing the Amistead, and their unremitting kindness and hospitality in providing for their comfort on board their vessel, as well as the means they have taken for the protection of their property.

We also must express our indebtedness to that nation whose flag they so worthily bear, with an assurance that this act will be duly appreciated by our most gracious sovereign, Her Majesty the Queen of Spain.

DON JOSE RUIZ,
DON PEDRO MONTEZ.

Expenses of opening streets, &c.—The following is a statement of the expenses incurred in opening and widening streets in the city and districts of Philadelphia, during the period commencing on the 31st day of December, 1827, and ending on the 1st day of January, 1839:—

City of Philadelphia,	\$168,539 00
Incorporated Northern Liberties,	39,096 77
Kensington,	228,523 94
Spring Garden,	114,568 15
Moyamensing,	58,264 94
Southwark,	243,883 34

Total amount, \$852,876 14

The above statement does not embrace cases in which awards were rendered in 1838, nor sums remaining unpaid of former awards—these will add about \$200,000 to the above amount.

The amount drawn from the County Treasury during the above period, for the payment of Road Jurors, &c., distinct from the previous entries, has been on an average about 1000 dollars a year.

North American,

GENERAL STATEMENT

Of the condition of so many Banks as have made returns dated near Jan. 1, 1889, to the Secretary of the Treasury.

State or Territory.	Date.	No. of banks.	No. of branches.	Capital.	Loans and discounts.	Stocks.	Real estate.	Other investments.	Due by other banks.
Maine - - -	Jan. 7, 1839	50	-	\$4,959,000	\$6,721,559	-	\$189,208	-	\$784,392
New Hampshire - -	Dec. 3, 1838	28	-	2,939,500	4,476,442	-	83,430	-	577,614
Vermont - - -	Sept. " "	19	-	1,304,530	2,705,367	-	36,699	-	11,846
Massachusetts - -	Oct. " "	110	-	34,630,000	48,206,808	-	1,066,327	-	5,027,800
Rhode Island - -	Jan. 1839	62	-	9,868,773	12,895,325	\$119,740	-	\$278,869	519,245
New York - - -	Jan. 1, " "	96	2	36,801,460	68,300,486	911,623	2,557,655	1,139,662	14,122,940
Pennsylvania - -	Nov. 1838	49	-	25,155,783	38,696,788	1,525,059	1,824,899	3,226,171	3,620,824
Maryland* - - -	Jan. 1, 1839	15	-	9,954,500	13,567,348	1,775,054	470,221	148,411	1,571,723
District of Columbia -	Jan. 1, " "	6	-	1,855,790	3,221,299	236,661	270,336	175,910	245,186
Virginia* - - -	Jan. " "	5	20	7,458,248	16,236,429	659,391	588,468	48,714	1,412,238
North Carolina - -	Nov. 24, 1838	3	7	3,100,750	4,752,584	-	130,702	25,935	571,025
South Carolina - -	Nov. " "	11	2	9,153,498	15,378,020	1,090,936	365,780	-	1,393,861
Georgia - - -	Oct. " "	21	16	15,025,971	15,772,770	1,323,318	2,886,689	756,002	1,524,049
Alabama - - -	Oct. " "	3	4	11,996,232	25,842,884	-	351,485	989,563	1,799,278
Louisiana - - -	Dec. " "	16	31	40,930,976	56,855,610	-	-	6,062,271	686,329
Arkansas - - -	Nov. 5, " "	1	2	628,105	763,737	-	10,743	-	106,080
Tennessee - - -	Jan. 1, 1839	3	11	5,395,799	9,363,033	78,750	104,502	-	666,612
Kentucky* - - -	- - -	4	10	-	12,017,347	-	-	-	-
Missouri - - -	Dec. 31, " "	1	1	1,027,870	1,570,431	-	43,449	122,251	442,792
Indiana - - -	Nov. 17, " "	1	10	2,216,700	4,532,965	-	144,386	-	226,521
Wisconsin - - -	Jan. " "	2	-	139,125	231,624	-	-	187,512	-
Iowa - - -	Dec. 1838	1	-	100,000	77,941	1,000	4,206	7,221	762
U. S. Bank of Penn. -	Nov. " "	1	15	35,000,000	47,561,540	17,486,841	1,411,093	6,554,930	5,768,314
Total - - -		508	131	259,642,610	409,748,337	25,208,373	12,540,278	19,723,423	41,079,431

TABLE CONTINUED.

State or Territory.	Date.	No. of banks.	No. of branches.	Notes of other banks.	Specie funds.	Specie.	Circulation.	Deposites.	Due to other banks.	Other liabilities.
Maine - - -	Jan. 7, 1839	50	-	\$267,577	-	\$303,605	\$2,036,640	\$818,824	\$117,974	\$189,876
N. Hampshire - -	Dec. 3, 1838	28	-	128,816	-	187,961	1,510,691	522,036	-	-
Vermont - - -	Sept. " "	19	-	118,196	\$765,045	157,033	2,043,843	830,772	4,973	-
Massachusetts - -	Oct. " "	110	-	2,359,387	-	2,394,624	9,400,412	7,122,642	3,526,686	2,498,575
Rhode Island - -	Jan. 1839	62	-	342,409	-	462,002	1,886,108	972,766	875,296	582,139
New York - - -	Jan. 1, " "	96	2	3,907,137	2,838,694	6,602,708	19,373,149	18,370,044	15,344,098	4,567,600
Pennsylvania - -	Nov. 1838	49	-	3,876,089	-	3,612,253	11,792,948	10,135,863	3,778,360	1,913,901
Maryland* - - -	Jan. 1, 1839	15	-	1,230,603	-	1,372,008	2,897,695	3,469,904	2,090,485	1,124,326
D. of Columbia -	Jan. 1, " "	6	-	217,492	-	415,573	950,132	1,397,399	327,008	3,059
Virginia* - - -	Jan. " "	5	20	709,539	-	2,270,367	8,015,418	2,999,589	1,068,776	1,452,717
North Carolina -	Nov. 24, 1838	3	7	132,149	-	723,875	2,114,140	588,389	156,436	-
South Carolina -	Nov. " "	11	2	566,025	-	2,000,149	4,566,327	2,732,583	1,308,206	1,921,127
Georgia - - -	Oct. " "	21	16	1,611,469	-	3,232,274	5,121,604	2,834,219	2,050,652	1,060,923
Alabama - - -	Oct. " "	3	4	1,199,871	-	1,687,046	6,779,678	4,919,598	2,257,512	1,574,179
Louisiana - - -	Dec. " "	16	31	1,723,244	-	3,987,697	6,280,558	7,657,161	8,119,708	3,822,093
Arkansas - - -	Nov. 5, " "	1	2	59,612	-	316,045	461,775	134,369	8,537	-
Tennessee - - -	Jan. 1, 1839	3	11	1,191,067	-	802,369	1,930,040	649,215	348,746	2,865,098
Kentucky* - - -	- - -	4	10	-	-	1,613,383	5,418,320	-	-	-
Missouri - - -	Dec. 31, " "	1	1	593,550	-	691,070	671,950	1,101,638	481,972	123,159
Indiana - - -	Nov. 17, " "	1	10	155,813	-	1,345,832	2,951,795	490,617	269,905	270,008
Wisconsin - - -	Jan. " "	2	-	-	-	65,680	235,573	109,967	-	-
Iowa - - -	Dec. 1838	1	-	18,874	-	3,033	10,990	3,686	-	5,035
U. S. Bank of P. -	Nov. " "	1	15	3,258,740	-	5,223,476	4,220,854	8,671,421	3,166,420	26,542,546
Total - - -		508	131	23,667,659	3,603,739	39,470,063	100,670,640	76,032,702	45,301,750	50,236,361

* Incomplete. Maryland: No return from seven banks and two branches. Kentucky: Returns embracing only loans and discounts, specie, and circulation. No returns from Connecticut, New Jersey, Delaware, Mississippi, Illinois, Ohio, Michigan and Florida.

History of the Currency in Massachusetts.—We have been for some time desirous of inviting the attention of our readers to the elaborate and useful work of Mr. Felt, on the History of the Currency of Massachusetts, from the earliest times. It contains much information which is not only curious but may be made to afford much useful instruction. We shall endeavour, at some future period, to make some useful application of some of the facts recorded in this work. For the present we cannot give a better notice of it than by copying the following:—*Independent Chronicle*.

From the Worcester National Ægis.

The early Currency of Massachusetts.—Few readers of history have been able to follow the fluctuation of the early currency of Massachusetts with any satisfactory clearness of perception. Almost every one must have been conscious of confusion amid the perplexities of old tenor, new tenor, and middle tenor, and felt a desire for a better understanding of them than could be derived from a mere table of value. The Rev. Joseph B. Felt, in a work on the subject, has drawn from the public records of the state, and from other sources, a series of historical facts that exhibit the financial expedients tried at various periods for supplying a circulating medium adapted to the wants of a growing people, and conforming to the exigencies of the times. His account comes down quite to the present period. We avail ourselves of his labours, and some old pamphlets that happen to lie by us, to furnish a rough outline of the state of the currency previous to the revolution, its condition then being, perhaps, the least generally known, yet by no means the least interesting.

When New England was first occupied by the pilgrims, coin was exceedingly scarce at home, and great efforts were made to prevent its being carried out of the kingdom. It is easy to understand how the first settlers of the country should have suffered for the want of a sufficient circulating medium, since, having not much else wherewith to pay for importations, the little money the people had brought with them was soon collected and sent abroad for that purpose. The balance of trade being always against New England, while the spirit of traffic was ever disposed to go ahead of its resources, the rising colony was always embarrassed in providing means of payment of foreign luxuries which habit made necessary, and in meeting the domestic disbursements rendered heavy by the constant wars in which they were engaged. Private contracts, at home, were more easily arranged by the transfer of some commodity or article of produce. The want of a fixed and permanent standard for the adjustment of debts, and also some portable representative of smaller values, drove our good fathers into a great variety of speculative schemes as well as odd and awkward expedients.—Having no prominent staple like that of Virginia, where the price of all commodities, (not excepting *wives*,) was estimated in *tobacco*, they made use of almost every marketable article as currency. Wheat, rye, Indian corn, peas, fish, and beaver, were, however, more especially used as money, while musket-balls, at a farthing a-piece, and white and blue shells at three and four for a penny, answered, many years, as small change. It is quite a remarkable fact, that our ancestors should find among the aborigines, a circulating medium which could be adapted to their own purposes, and be used both in public and private transactions. The manufacture and use of wampum-peage, or shell-money, it is said, had enriched the Pequots and Narragansettes, and given them an ascendancy over other tribes; and as this article was always convertible into peltry with the natives at definite rates, and as peltry was next to specie in fixedness of value, our fathers gladly availed themselves of so convenient a pecuniary substitute. Wampum and beaver, with the articles before enumerated, were the legal and almost only currency of the first thirty years. In these were a great proportion of the taxes paid, by far the largest part being in grain, so that the public treasury resembled the storehouses of Joseph in Egypt, being filled with corn instead of money. The salaries of ministers were paid in the same manner, having just a little silver added to buy such clothing and other articles as must be imported from the old country. The Deputy to the General Court was allowed money or beaver, but the town

magistrate and the surveyor of lands were satisfied with good merchantable corn. Contributions to the College, when made in wampum-peage, were purchased by the colony treasurer, in amounts not exceeding £25 at one time. In 1644, each family was ordered to bestow a peck of corn or 12 pence in money for the maintenance of poor scholars.

The stated prices of the products of the earth varied less in a series of years than might be expected.—They were as follows:—

In 1642	Wheat 4s.	Barley 4s.	Peas 3s.	4d.	Corn 2s.	6d.
1647	"	4s. 6d.	"	5s.	"	4s.
1648	"	5s.	"	5s.	"	4s.
1649	"	5s.	"	5s. 6d.	"	4s.
1654	"	5s.	"	5s.	"	4s.
1655	"	4s. 6d.	"	4s. 6d.	"	4s.
1658	"	5s.	"	4s.	"	4s.
1670	"	5s.	"	4s.	"	4s.
1680	"	5s.	"	3s. 6d.	"	4s.
1690	"	5s.	"	4s.	"	4s.

Cattle also were taken in payment, both of the public and private dues.

The office of collector was, at that time, no sinecure, he being liable for the safe transportation of these cumbrous treasures from the various towns to the place of deposit. As this natural money had often to go back in the way of expenditure to the very places from whence it had been taken, it finally occurred to some sagacious persons, that, in many cases, a schedule would be as convenient in the treasury as the actual presence of grain or live stock. Sub-treasuries were therefore multiplied about the country. The constables of the several towns had charge of the portions collected in their districts; and warrants were drawn upon them for public disbursements.

In 1652 the colony made a great stride in finance by the establishment of a mint. This remarkable act of sovereignty was defended by the plea of necessity, and was artfully sustained, many years, under the constant frowns and even prohibitions of the British government. The greatest embarrassments and difficulties that attended the old system led to a constantly increasing desire for a more convenient medium, and great pains were taken to enlarge the stock of silver. Severe laws were enacted against its transportation, involving no less than a forfeiture of the transgressor's whole estate, and searchers were appointed in every port of entry.

The Dutch coins, ducatoons, guilders, and half guilders, six dollars, and ryalls, were in some numbers obtained from the Hollanders, at New York.—But the most important circumstance favourable to an increase of specie, was the opportunity that occurred at this period, to obtain bullion from the buccaneers who were disposed to bring their plunder into the ports of the colony.

The mint being established, the famous pine tree coins were issued, being made two pence in a shilling less valuable than the English coins, to keep them in the country. In 1654, the difference in exchange between our coin and that of England, amounted to 25 per cent. The old currency, however, was by no means superseded, and country produce and wampum-peage still found their way to the public treasury. It was found expedient, now and then, to bribe the king to wink at the assumption of a coining power, by occasional presents. The colony, worried along in this way, always pressed for a sufficient circulating medium to supply its growing wants, till 1686, when a corporation for issuing bills, in the nature of a banking institution, was established. An obscurity rests over this period for want of records, the public papers having been forwarded to London without the preservation of copies here. This bank did not survive the revolution of 1688.

In 1687, a public demand on Hingham was paid in *mi/k pails*. The mint had been suspended under the administration of Andros, and was not renewed after the accession of William and Mary. This was partly owing to the debasement of the coin, which the officers of the London mint had reported to be 22½ per cent. lighter than the English. Disappointed by the non-renewal of their mint, and burdened with a heavy debt, incurred by an unfortunate expedition against Canada, the General Court now commenced those issues of paper money which continued for more than half a

century to cause by its fluctuations much confusion, fraud, private distress, and deterioration of public morals. Producers and traders were enabled, in some degree, to guard against the effects of depreciation, by raising the price of their commodities, but soldiers, clergymen, and all depending upon income or wages for support, were often reduced to the greatest straits. During this period, while Massachusetts was flooded with the paper of other colonies as well as its own, all those expedients which are usually tried to bolster up a discredited currency, were attempted by the legislature. They endeavoured to sustain fictitious values by penalties. They commanded and exhorted, and pretended a confidence they did not themselves feel; while old issues were replaced by new ones only to share the same fate, and add increased perplexity to the transactions of trade. There is one point of view in which a history of the financial concerns of that period assumes a peculiar interest. They led to constant collisions with the mother government in England, by which a spirit of resistance was fostered, and the habit of evasion of British laws, or disobedience to their provisions, was gradually formed, which induced both the feeling and the practice of independence. The process of training for self-government, can be nowhere so distinctly traced, as in the measures pursued in relation to the establishment and regulation of a currency. A command to abolish the mint was long evaded by dating the new coinage back to 1652. In 1665, irritated by the requisition of the king's commissioners on this subject, they use this bold language to their sovereign:—"Royal Sir, a just dependence upon all allegiance unto your majesty according to the charter we have and doe profess and practice, and have by our oaths of allegiance to your majesty confirmed. But to be placed upon the sandy foundations of a blind obedience unto that arbitrary, absolute, and unlimited power, which these gentlemen (i. e. the commissioners) would impose upon us—this, as is contrary to your majesty's gracious expressions and the liberties of Englishmen, so we cannot see reason to submit thereto."

By a singular concurrence of circumstances the first paper money system was brought to an end just before the commencement of our revolution. The public had become convinced, by experience and the arguments of a few intelligent men, among whom Thomas Hutchinson stands conspicuous, that the integrity of no currency could be maintained unless it was founded upon a specie basis, and immediately convertible into coin. The capture of Louisburgh happily furnished the means of substituting hard money for paper, which, after much opposition, almost amounting to rebellion, was fortunately accomplished; one pound sterling being paid for ten pounds in bills. Thus the way was cleared for a new career of artificial credit and fluctuating currency, into which the events of the revolution soon plunged our patriotic sires.

In 1690 began the issue of public bills from 5 shillings to 5 pounds, declared to be in value equal to money, and accepted in all public payments, and for any stock at any time in the treasury. These soon began to depreciate; when Sir William Phipps came forward, magnanimously, and exchanged at par a large amount of the coin which he had raised from the Spanish wrecks. This, however, produced little effect. The government finally announced that the bills would be received in all public payments at 5 per cent. premium, and that they shall pass current as money. The last command was obeyed only by debtors who had been so fortunate as to make no special contracts. The first provision, however, gave the bills additional credit for some years. Articles of produce, and wampum, were still a part of the circulating medium. The state of the currency is well described in an extract made by Mr. Felt, from the "Travels of Madam Knight." The value of goods is rated in "pay money, pay as money, and trusting. Pay is grain, pork, and beef, &c., at prices set by the General Court. Money is pieces of eight, ryalls, Boston or Bay shillings, or good hard money, (as silver coin is called) also wampum or Indian beads, which serves as change." For instance, a sixpenny knife is twelve pence in pay, eight pence in pay as money, and sixpence in cash. There was a considerable amount of the pine tree money remaining,

and the buccaneers, among whom was the celebrated Capt. Kidd, supplied to some extent the specie that was constantly drained off to the mother country. Great annoyance was experienced from counterfeiters, and from the mutilation of bills by cutting them into quarters for change. In 1714, a private bank was started by an association of individuals, without legislative sanction. Its bills, however, were long in circulation, and were in better credit by 33 per cent. than the Province issues. To put down this institution, the government commenced a sort of banking themselves, and issued bills on loan, secured by mortgage of real estate, at an interest of 5 per cent. These loans were from time to time repeated.

The different tenors had their origin as follows: In 1737 the general court, perceiving that the credit of the old notes could not be restored, resolved to have others made, differently expressed. New bills were accordingly issued, set at one for three of the old, yet the people passed them at one for four. A sinking fund was established for the redemption of these notes, which were called the *new tenor*, the others still in circulation being the *old tenor*. In 1740 another emission was made in the form of the old tenor bills, payable in one, two, and three years. This was denominated *new tenor*, and the other was thence called *middle tenor*. About this time the celebrated *Land or Manufactory Bank* was got up, afterward resulting so disastrously to the shareholders as well as to the public. The stock of this bank consisted of real estate or other good security, and its bill were made payable, after twenty years, in manufactures of the province.

"Old Charter bills," were those issued previous to the second charter of William and Mary.

In 1742, £4 old tenor equalled 26s. 8d. middle tenor, equal to 2s. new tenor, the last being 9s. 8d. for an ounce of silver. A contemporary writer estimates the value of an ounce of silver in England, at 6s. 2d. There were besides in circulation, Connecticut new tenor at 8s. the ounce of silver—Rhode Island new tenor at 6s. 9d.—private bills of merchants, issued in 1738, 33 per cent. better than province bills—another emission of merchants' notes of 1740, equivalent to cash, because paid in silver—and lastly, the bills of the Land bank, payable in twenty years in goods at an arbitrary price.

The affairs of the last named institution were already in a state of confusion, and a winding up of its concerns was commenced, not destined to be completed for many years. The climax of confusion seems to have been fairly reached. The study of arithmetic must have been deemed as important as the opportunities for its practical application were numerous and favourable. We can easily conceive the perplexity of a farmer, not well versed in compound rules, striving to reckon up the value of his produce in the various kinds of money he would be likely to receive for it. In this state of things, our fathers struggled on, unable to devise any remedy for pecuniary trouble but a continued issue of new bills, in fact aggravating the evil, but a measure for which the people were always clamorous. The causes of existing trouble were the subject of warm dispute between the friends and opponents of a paper currency. In a pamphlet now before us, printed in 1740, it is argued with great ingenuity and earnestness, that public bills are the only thing that can be depended upon as a measure of value; and that the Massachusetts currency had not depreciated, but that specie had risen, as any other commodity might, because in America there was not enough of it for foreign commerce; and therefore, that a withdrawal of public bills, or a refusal to issue more, would only add to the general distress. Nothing but a miracle seemed capable of affording alleviation, and that was finally provided in the remarkable conquest of Louisburgh. From the proceeds of this conquest the commissioners for redeeming the province bills, commenced in 1750 their labours, and from being in the lowest state of credit, Massachusetts soon acquired the name of "the hard money colony."

The process of substituting specie for government paper was of course somewhat gradual in its accomplishment. After this date it was pursued as a system, and although

new issues were still occasionally made, for temporary purposes, yet they were not made to take the place of a more substantial currency. In 1774 Gov. Hutchinson congratulated the province upon its being entirely free from debt.

We have copied the following memoir in regard to the early history of this place, from the original plan of Pintado, now hung up in the City Hall. Pintado was for many years Surveyor-General of West Florida, and was a man remarkable for his accuracy and research. The memoir may be relied on as strictly correct:—

"**CHRONICLE.**—The Bay of Pensacola was discovered by Pausila de Narvaez, in 1525. Various adventurers gave it different names—as Port of Anchuse, St. Mary's Bay, but that of Pensacola, or rather Pensacola, which has prevailed, was the true name among the Indians or natives of the country. The first establishment was made in it by the Spaniards in 1696, and its first Governor was Don Andrew Arivals, who made a small enclosure, picketing or fort, called Fort St. Charles, and a church, on the broken ground (Barancas) at the entrance of the port. The French took Pensacola in 1719, the Spaniards retook it, and the French again took it in the same year, and kept it until 1722, when it was restored to Spain. The Spaniards in the meantime removed to St. Joseph's Bay, and in 1726 formed a small town at the west end of the island of St. Rosa, about the present ruined fort, which was originally made by them, although improved afterwards by the English General Haldemond. The establishment remained there until 1754, when being partly inundated, the town was removed to the place which it now occupies. It was ceded to the English in 1763, and they laid off the town with regularity in 1765. It surrendered to the Spanish arms in 1781, and since then H. C. M. has possessed it. On the 7th November of the present year, the American army, under the command of Major General Andrew Jackson, entered into said town, and in the evening of the same day and morning of the 8th, the English in the Bay robbed and destroyed the forts of St. Charles of Barancas and St. Rosa.

Pensacola, 9th of December, 1847."

[*Pensacola Gazette.*]

In travelling through Illinois, from Quincy to Springfield, and thence to Chicago, by the way of Peoria and Ottawa, I did not notice a single swamp large or small; and I cannot recollect, that I saw an acre of really waste land in any one place. But suppose the whole state to contain a million of acres of such land there are then no less than thirty-seven millions fit for cultivation: and by far the greater part of it, of the very best quality. I have not a single doubt, that Illinois alone, is capable of sustaining a population of twenty millions. Forty-five bushels of corn to the acre, is less than an average crop; and with better cultivation it might easily be increased twenty per cent. Put 15,000,000 of acres into corn and multiply it by 45, and see what it will amount to. Put ten millions more into wheat and estimate the average product at the very moderate quantity of 20 bushels to the acre, and it gives you 300,000,000 of bushels per annum. Thus you have thirteen millions of acres left for rye, barley, hemp, farinaceous roots, grass, timber, &c.—Would it be strange, if before the thousand years of the millenium shall have half rolled away, Illinois, with such an extent of territory, and such a soil, should feed and clothe 50,000,000 of people!—Missouri is nearly as large as Illinois, and is probably capable of sustaining nearly as dense a population. And then, there are all the other great and fertile states of the valley, besides the immense unexplored regions, perhaps equally fertile, upon the tributaries, and about the sources of the Missouri and Mississippi.—*Dr. Humphrey.*

The Journal of the American institute for July, states that last year, a gentleman in the neighborhood of Philadelphia, sold from his garden \$7000 worth of grapes. Another in the neighborhood of Brooklyn, L. I. sold \$1500 worth of raspberries from an acre of ground. A third, in Jamaica, L. I. sold asparagus at the rate of \$80 per week, during the season for that vegetable. A fourth, in New Haven, sold \$700 worth of flowers.

Iron.—The almost universal introduction of Railroads into civilized countries, will greatly increase the consumption of iron. It has already had a great effect in this way. There are at this time, in Scotland, fifty furnaces in blast, five out, seven building, and twenty-six contemplated. In South Wales, 122 furnaces are in blast, seven out, thirty are in the process of building, and ninety are contemplated. In 1740, the annual produce of the kingdom was only 17,350 tons of cast iron. In three years, Scotland alone, it is computed, will produce 360,000 tons;—and, within five years, 1,000,000 of tons will be produced annually in South Wales.

Large Claim.—On Saturday last a deed was shown us dated several years before the treaty of William Penn with the Indians. The deed secures many thousand acres of land in New Jersey to the holder of it and his heirs. A few days ago one of the heirs ascertained that this deed was in the possession of an individual who, at the conflagration of the recorder's office about 50 years ago, probably saved and retained it. The heir immediately called upon him, demanded, and obtained it. Suits, we understand, will shortly be instituted for this land by the claimant, who is a shoemaker by profession. Several counties in the State of New Jersey, are included in this claim.—*Public Ledger.*

Honey Dew in Ohio.—The Lower Sandusky Whig says—"This curious phenomenon so inexplicable to many, has been unusually abundant in this section for the last few weeks; indeed, we do not recollect of ever seeing it more so. Upon examining some leaves upon which this substance was discovered, we found it very palpable, quite thick, gummy, and yielding an agreeable saccharine taste."

Death of Commodore Patterson.—The Nat. Intelligencer of yesterday says,—“We regret to announce that our esteemed fellow-citizen, Commodore Daniel T. Patterson, of the United States Navy, and Commandant of the Navy Yard and Station in this city, expired on the morning of Sunday, the 25th ult., at a quarter past 8 o'clock, at his residence in the said yard, after a short but severe illness of about 30 hours.”

Unprecedented Speed.—The ship Roanoke, now lying at Lombard street wharf, arrived a few days since from Rio de Janeiro, having made the passage in the wonderfully short time of 23 days. This is a degree of despatch, it is believed, unexampled in the history of ship navigation, the distance being between six and seven thousand miles. The Roanoke is commanded by Capt. George Harris.

Inquirer.

Churches in Virginia.—We gather from an editorial article in the Religious Herald, the following statistics in respect to the number of communicants in the churches of the principal Christian denominations in this State.

In the Baptist Churches,	60,000 communicants.
Methodist Episcopal Church,	50,000
Protestant Episcopal Church,	3,700
Presbyterian Church,	12,000

Exports of Domestic Cotton Goods from the United States to Foreign Countries, for the last ten years.

Year.	Dollars	Year.	Dollars
1829	1,259,457	1834	2,085,994
1830	1,318,183	1835	2,958,651
1831	1,126,313	1836	2,355,734
1832	1,229,574	1837	2,831,473
1833	2,532,517	1838	3,758,755

New York Express.

Rutland Vt. August 6.—Wool.—This great staple article of our fertile mountain State, we are happy to learn, continues to be taken off the hands of the growers at about fifty cents per pound. The proceeds of the wool in this State, if all sold at an average of fifty cents per pound, will not vary much from fifteen hundred thousand dollars. Add to this the probable income from the sale of sheep, beef, pork, butter, cheese, &c., one million and a half more, making three millions.—*Herald.*

COFFEE—Historical—Statistical.

As Coffee is one of our chief staple articles of import, we do not know of a treat that will be more acceptable to our patrons at this time, than a sketch of its history, progress of consumption, and statistics generally. Taken abstractly, it is calculated to impart much interest to business men; and by presenting it in an analogous position with other articles of import of similar importance, the policy of imposing excessive or moderate duties, is at once apparent. We are indebted to McCulloch's Commercial Dictionary for the principal items which follow, closing with the annual Reports of the Secretary of the Treasury of the United States made to Congress, which includes also the last, to September 30th, 1838.

Historical Notice of Coffee.—The coffee plant is a native of that part of Arabia called *Yemen*; but it is now very extensively cultivated in the southern extremity of India, in Java, the West Indies, Brazil, &c. We are ignorant of the precise period when it began to be roasted, and the decoction used as a drink, though the discovery is not supposed to date farther back than the early part of the fifteenth century. No mention of it is made by any ancient writer, nor by any of the moderns previously to the sixteenth century. Leonhart Rauwolf, a German physician, is believed to be the first European who has taken any notice of coffee. His work was published in 1573, and his account is, in some respects, inaccurate. Coffee was, however, very accurately described by Prosper Albinus, who had been in Egypt, as physician to the Venetian consul, in his works, *de Plantis Egypti*, and *de Medicina Egyptiorum*, published in 1591 and 1592.

A public coffee-house was opened for the first time in London, in 1652. A Turkey merchant of the name of Edwards, having brought along with him from the Levant some bags of coffee, and a Greek servant accustomed to make it, his house was thronged with visitors to see and taste this new sort of liquor. And being desirous to gratify his friends without putting himself to inconvenience he allowed his servant to make and sell coffee publicly. In consequence of this permission, the latter opened a coffee-house in St. Michael's Alley, Cornhill, on the spot where the Virginia Coffee-house now stands. Garraway's was the first coffee-house opened after the great fire in 1666.

M. de la Roque mentions that the use of coffee was first introduced into France in the period between 1640 and 1660; and he further states, that the first coffee-house for the sale of coffee in France was opened at Marseilles, in 1671; and that one was opened at Paris in the following year.

Some time between 1680 and 1690, the Dutch planted coffee beans they had procured from Mocha, in the vicinity of Batavia. In 1690, they sent a plant to Europe, and it was from berries obtained from this plant that the first coffee plantations in the West Indies and Surinam were derived.

Progressive Consumption of Coffee in Great Britain.
Influence of the Duties.—In 1660, a duty of 4d. a gallon was laid on all coffee made and sold. Previously to 1732, the duty on coffee amounted to 2s. a pound; but an act was then passed, in compliance with the solicitations of the West India planters, reducing the duty to 1s. 6d. a pound; at which it stood for many years, producing, at an average, about £10,000 a year. In consequence, however, of the prevalence of smuggling, caused by the too great magnitude of the duty, the revenue declined, in 1783, to £2,869, 10s. 10½d. And it having been found impossible otherwise to check the progress of clandestine importation, the duty was reduced, in 1784, to 6d. The consequences of this wise and salutary measure were most beneficial. Instead of being reduced, the revenue was immediately raised to near three times its previous amount, or to £7,200, 15s. 9d., showing that the consumption of legally imported coffee must have increased in about a *ninefold proportion*!—a striking and conclusive proof, as Mr. Bryan Edwards has observed, of the effect of heavy taxation in defeating its own object.

The history of the coffee trade abounds with similar and even more striking examples of the superior productiveness of low duties. In 1807, the duty was 1s. 8d. a pound; and

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the quantity entered for home consumption amounted to 1,170,164 lbs., yielding a revenue of £161,245, 11s. 4d. In 1808, the duty was reduced from 1s. 8d. to 7d.; and in 1809, there were no fewer than 9,251,847 lbs. entered for home consumption, yielding, notwithstanding the reduction of duty, a revenue of £245,856, 8s. 4d. The duty having been raised in 1819, from 7d. to 1s. a pound, the quantity entered for home consumption, in 1824, was 7,993,041 lbs., yielding a revenue of £407,544, 4s. 3d. In 1824, however, the duty being again reduced from 1s. to 6d., the quantity entered for home consumption, in 1825, was 10,766,112 lbs.; and in 1831 it had increased to 22,740,627 lbs.; yielding a net revenue of £583,751.

The introduction of tea and coffee, it has been well remarked, "has led to the most wonderful change that ever took place in the diet of modern civilized nations—a change highly important both in a moral and physical point of view." These beverages have the admirable advantage of affording stimulus, without producing intoxication or any of its evil consequences. Lovers of tea or coffee are, in fact, rarely drinkers; and hence the use of these beverages has benefited both manners and morals. Raynal observes that the use of tea has contributed more to the sobriety of the Chinese than the severest laws, the most eloquent discourses, or the best treatises on morality.

Supply and Consumption of Coffee.—Owing to the rapidly increasing consumption of coffee in this country, the Continent, and America, the great value of the article, the large amount of capital and labour employed in its production, and the shipping required for its transport, it has become a commodity of primary commercial importance. It deserves particular attention, too, inasmuch as there are few, if any, articles that exhibit such variations, not only as to consumption, but also as to growth and price. These are occasioned partly by changes of commercial regulations and duties, and partly, also, by the plant requiring four or five years before it comes to bear; so that the supply is neither suddenly increased when the demand increases, nor diminished when it falls off. St. Domingo used formerly to be one of the greatest sources of supply, having exported, in 1786, about 35,000 tons; and it is supposed that, but for the negro insurrection which broke out in 1792, the exports of that year would have amounted to 42,000 tons. The devastation occasioned by this event caused, for a series of years, an almost total cessation of supplies. Recently, however, they have again begun to increase; and are understood to amount, at present, to above 20,000 tons a year. From Cuba, the exports of coffee have within these few years rather declined, owing partly to an increased consumption in the island, and partly to the efforts of the planters having, a little time back, been more directed to the cultivation of sugar; they may at present amount to from 18,000 to 20,000 tons; or, including Porto Rico, to 25,000 or 27,000 tons. In Java, also, the exports of coffee have, of late, been on the decline, but not to any considerable extent. In Jamaica and the other British West India colonies, the cultivation of coffee was greatly extended during the prevalence of the high prices, but the imports have fallen off from 12,000 tons in 1829, to about 10,800 tons in 1832. In Brazil, the growth of coffee has increased with unprecedented rapidity. So late as 1821, the quantity of coffee exported from Rio de Janeiro did not exceed 7,500 tons; whereas it now amounts to about 30,000 tons! This extraordinary increase has probably been, in some measure, owing to the continuance of the slave trade; and it remains to be seen, whether the growth of coffee may not now be checked by the late cessation of that abominable traffic. The culture of coffee in India and Ceylon is daily becoming of more importance. In India it is raised chiefly on the coast of Malabar, and the quantity exported is, at present believed to exceed 4,000,000 lbs. The exports from Ceylon, in 1830,

* M. Montveran is pleased to inform us, in his *Essai de Statistique sur les colonies*, a work in other respects of considerable merit, (*Pieces Justificatives*, p. 11.) that the exports of coffee from Brazil in 1830–31, amounted to 1,865,000 kilog. = 1,836 tons! In point of fact they were more than 20 times as much.

were 1,669,490 lbs. The total imports of coffee into Great Britain from the East Indies, in 1832, were 10,477,897 lbs.

The following may, we believe, be regarded as a pretty fair estimate of the annual *exports* of coffee from the principal places where it is produced, and of the annual *consumption* in those countries into which it is imported from abroad, at the present time.

<i>Exports.</i>	<i>Tons.</i>
Mocha, Hodeida, and other Arabian ports, -	10,000
Java, - - - - -	18,000
Sumatra, and other parts of India, - - -	8,000
Brazil and the Spanish Main, - - - -	42,000
St. Domingo, - - - - -	20,000
Cuba and Porto Rico, - - - - -	25,000
British West India colonies, - - - -	11,000
Dutch West India colonies, - - - -	5,000
French West India colonies and the Isle de Bourbon, - - - - -	8,000
	147,000
<i>Consumption.</i>	<i>Tons.</i>
Great Britain, - - - - -	1,500
Netherlands and Holland, - - - - -	40,500
Germany and countries round the Baltic, -	32,000
France, Spain, Italy, Turkey in Europe, the Levant, &c. - - - - -	35,000
America, - - - - -	20,500
	138,500

Of this quantity, the consumption of Great Britain and America amounts to nearly a fourth part, and may be said to have arisen almost entirely since 1807.

Of the entire export of coffee from Arabia, not more, perhaps, than 5,000 or 6,000 tons finds its way to the places mentioned above; so that, supposing these estimates to be about correct, it follows that the supply of coffee is, at present, about equal to the demand. The latter is, however, rapidly increasing, and it is impossible to say whether it be destined to outrun, keep pace with, or fall short of the supply. On the whole, however, we should be inclined to think, that though they may occasionally vary to the extent of a few thousand tons on the one side or the other, the probability is that they will be pretty nearly balanced; so that, supposing peace to be preserved, we do not anticipate any very great variation of price. The prices of 1827, 1828, 1829, and 1830, seem to have been a good deal below the average. This depression naturally checked production and stimulated consumption, so that prices rose considerably in 1831, 1832, and 1833; but the advance, in the last, has not been maintained, at least to the whole extent. Such oscillations will, no doubt, continue to take place; but unless the cost of producing coffee should be permanently increased or diminished, they can only be temporary.

The consumption of coffee in the United States has been more than quadrupled since 1821, in which year it amounted to 6,680 tons. Part of this increase is, no doubt, to be ascribed to the reduction of the duty, first from 5 to 2 cents per pound, and its subsequent repeal; part to the fall in the price of coffee; and a part, perhaps, to the increase of temperance societies. Probably, also, it was in some degree ascribable to the comparatively high duties formerly laid on the teas imported into the United States; these, however, finally ceased in 1833.

Account of the Imports of Coffee into the United States, the Exports from the same, and the quantities left for Home Consumption, during each of the 18 years, ending the 30th of September, 1839:

Years.	Imports.	Exports.	Left for Home Consumption.
1821	lbs. 21,273,659	lbs. 9,387,596	lbs. 11,886,063
1822	25,782,300	7,267,119	18,515,271
1823	37,337,732	20,900,687	16,437,045
1824	39,224,251	19,427,227	19,797,024
1825	45,190,630	24,512,568	20,678,062

Years.	Imports.	Exports.	Left for Home Consumption.
1826	43,319,497	11,584,713	31,734,784
1827	50,051,986	21,697,789	28,354,197
1828	55,194,697	16,037,964	39,156,733
1829	51,135,538	18,083,843	33,049,695
1830	51,458,248	13,124,561	38,333,687
1831	81,759,386	6,056,629	75,702,757
1832	91,722,329	55,251,158	40,471,171
1833	99,955,020	24,897,114	75,057,906
1834	80,153,366	35,806,861	44,346,505
1835	103,199,577	11,446,775	91,752,802
1836	93,790,507	16,143,207	77,647,300
1837	88,140,403	12,496,332	76,044,071
1838	88,139,720	5,267,087	82,872,633

[*Baltimore Price Current.*]

From the National Gazette.

MULBERRY AND SILK FACTS.

Messrs. Editors,—The following interesting facts in relation to the progress of the silk business, are taken from the Saturday Number of Mr. Morris's *Silk Farmer*, published at No. 45 Chesnut street. That little work, of which several thousand copies are every week circulated over the country, contains much that the culturist will find of value to him. An important feature in this little publication is a price current of articles connected with the raising of silk; and as the utmost care is taken by the editor to publish nothing which is not strictly correct, its reports are entitled to the confidence of the public. The following is from the price current of Saturday last, the 24th ult.

"Cocoons 2 50 to 5 dollars per bushel; the demand exceeding the supply.

Silk Worm Eggs, 10 dollars per ounce of clear eggs.

American Reeled Silk, 5 dollars and 50 cents per pound.

Brooks's Reel for reeling and twisting silk, 35 to 40 dollars.

Dennis's Reel, about 30 dollars.

Gay's complete Silk Machinery, 400 dollars.

Cheyney's Reel, 6 dollars.

Piedmontese or Italian Reel, 15 dollars.

There is a cash market in this city for all the raw silk that can be produced; the supply is far short of the demand, and it commands a higher price than any of the foreign article."

So much has been said concerning what is called the "tree excitement," and so systematic have been the efforts to depress the price of mulberry trees, that the following will be considered interesting to all engaged in that branch of the business. Where the names of the buyer and seller are not published, I understand the editor is prepared to furnish them—but many parties object to having their names mentioned in print. The fact, however, of names and places being stated in print, is full evidence of the accuracy and reality of these transactions, as every reader has it in his power, by inquiry of the proper parties, to ascertain the real facts of the case.

"The following authentic sales have been reported since our last:—Mr. Wm. A. Delano, of Columbia, Pa., sold on the 16th ult. a small lot of trees at 50 cents each, taking them as they grow. In Buckingham county, Va., 2700 dollars worth of buds were recently sold by Captain Branch and the Rev. J. S. Armistead, at two cents per bud. Last week Mr. L. J. Cox, of Baltimore, sold 25,000 trees, averaging 3½ feet, (the root thrown in without charge,) at 40 cents; payment in full was made on signing the contract. About 30 miles from Richmond, Va., last week, Mr. Carter Harrison sold to Mr. Randolph Harrison about 500 trees, grown from cuttings planted this spring, at 1 dollar 16 cents each—cash on the spot. At Unionville, Chester county, Pa., Dr. A. Weeks last week sold 2500 trees, averaging four feet, at 40 cents. Other sales have subsequently been made in that neighbourhood at 47 and 50 cents—cash on delivery. At Burlington, N. J., since our last, a sale of 23,000 trees, as they grow, at 25 cents. At Chestertown, Md., a sale of 900 roots for 900 dollars. At Bordentown,

N. J., a sale by Mr. J. R. Ennis, of 1250 trees, to C. L. Pearson, at 37½ cents, rejecting all under one foot. At Westchester, Pa., a sale of 18,000 trees at 10 cents per foot. Other sales have been reported to us, but as we publish nothing unless it comes from the buyer or seller, or from a witness to the sale, we decline noticing them.

Mr. G. P. Grant, of Hartford, Connecticut, has communicated to us the following sales of trees, made in and around Hartford. All were made very recently, except the first and last on the list.

By George Olmstead, East Hartford, early in June, 32,000 at 20 to 25 cts.
 Martin Stanley, do. 4,000 at 25
 E. J. Scrimger, Enfield, 5,000 at 40 to 45
 Timothy Pitkin, Ellington, 25,000 at 20 to 30
 N. C. Daniels, South Glastenbury, 6,000 at 25
 Mr. Burnham, Bloomfield, 2,000 at 37½
 Horace Goodwin, Hartford, 5,000 at 30
 G. Hastings, Hartford, 9,000 at 25 to 31½
 Aaron Clapp, Hartford, (Aug. 12 at 40 cts.) 18,000 at 20 to 40
 E. P. Grant, Hartford, (early in July,) 15,000 at 25

From the above it appears that at the eastward the advance from early in June to August 12, has been from 20 to 45 cents per tree. Holders are firm in their prices at 50 cents. The difference in prices is owing to the difference in the quality of the trees.

The quality of trees must have an important influence on prices, greater than the public seem disposed to allow. We have seen entire fields of trees this month, which it would sound low to hear of being sold at 12½ cents, but which we should pronounce very dear at that price.

Dr. Wilson, of this city, sold on the 20th, 10,000 trees at 37½ cents—the buyers were Messrs. Holmes and Wilson, of Pittsburgh. The church in Roxborough, near this city, has sold \$900 worth of trees at 30 and \$600 worth at 49 cents, as they grow in the rows.*

Morus Multicaulis.—We are gratified that the remarks in our last on the subject of what appears will soon be one of the staples of our country, has elicited something tangible in the shape of "actual operations," by whom made, prices paid, &c., from sources which we are in possession of, that cannot be questioned for their respectability; and we have the pleasure now to state, that within the last month sales of the following parcels, at prices annexed, have been made to individuals and companies, for cash or its equivalent by the addition of 2½ per cent., the trees to be delivered in November next. In one instance (the first on our list) \$5000 were paid in cash at the time of the sale. The trees were all of this year's growth, and were owned or sold by four citizens of Baltimore.

We are thus particular in presenting these statistics, for reasons which may be collected from the article first alluded to, as well as to afford information to writers from whom we have received letters; and to impart to our readers generally an item of intelligence which we are certain will be agreeable to them.

Sales of *Morus Multicaulis*.

Proceeds more or less of *15 acres,	\$32,500
of *2 acres,	8,000
of 10 acres,	38,000
50,000 trees, at 35 cents each,	17,500
25,000 do. at 40 do.	10,000
17,000 do. at 50 do.	8,500
20,000 do. at 32 do.	6,400
4,000 do. at 50 do.	2,000

Total amount of sales, \$122,900

From the foregoing it will be seen that the sales of trees reported in a single week exceed 300,000, and that prices are continually advancing, in the face of a pressure for money severe enough to depress the price of both flour and

cotton. The selling season is moreover not half gone, yet at least one quarter of all the trees in the country have been sold, some of them two or three times. At this time last year, no one thought of buying trees; but now, before they are half grown, and before the purchaser can tell what size the trees he is buying will attain to, the demand at home and at the west, is rapidly taking the stock off the growers hands.

The naked fact is this—the people of this country have become so thoroughly satisfied of the great profit to be realized by growing silk, that the mighty movement in that direction, which is now urging on all classes to embark in it, cannot be repressed until our whole country is luxuriant with mulberry trees; and the day is fast approaching when in advertising a farm for sale, it will be as indispensable a recommendation to it, to say that it contains five, ten, or twenty acres of *Multicaulis* trees, as that it contains as many of meadow or woodland. We import \$25,000,000 of silk every year; if we pay for it in raw silk, as we first exported our raw cotton, it will require two thousand millions of *Multicaulis* trees to produce that quantity of silk—and they must be good trees also. When we pay in raw silk for our importations of the manufactured article, we have the markets of France and England open to us. They alone import annually, nine millions of pounds of raw silk. If silk then, be so great a staple of Europe, nothing but the laziness of Americans prevents us making it a staple with us—and the reader knows well that we are not a lazy people. We have now the steam power, the cotton power, the tobacco power, and a multitude of other powers, all affording their respective amounts of comfort to the people of this country. But we lack one power yet—I mean the *Worm Power*—that power which has fed half China and all Italy for so many hundred years—that army of living machines, whose collective potency the shallow and brainless and ignorant croakers of the day, have not the smallest conception of. Let them read and learn.

From the Baltimore American.

TRADE OF THE WEST.

We have had frequently occasion to advert to the trade of the west as the great prize, a full participation in which is to be the result of opening proper avenues of intercourse with those vast regions. As a portion of this wonderful whole, the country bounding on the river Ohio and its tributaries is well worthy of attention, as furnishing in the experience of a few years an indication of what a little time must bring forth in the way of commerce and general prosperity. Our attention has been directed to this subject, more particularly at this moment, by a well written editorial article in the Cincinnati Chronicle, in which a brief sketch is given of the history of the region named. Looking back beyond the war of our independence, we find that country a wilderness through which no white man had passed, excepting occasionally a French traveller. Subsequently to the Revolution, and up to the year 1806, the scene was somewhat changed. Here and there might be observed little towns and villages, scattered along the river, the beginnings of communities which have, at a later period, claimed the prouder appellation of cities. After 1806, the march of commerce and civilization began to make itself felt, and trade was carried on in keel boats, which, however comfortably they might float with the stream, required three months for a voyage from New Orleans to Cincinnati. It was about the year 1812 that Fulton, having tested his invention of the steamboat, caused a vessel to be built at Pittsburgh called the Orleans. Between 1812 and 1818 several more were built, and from this point is to be dated a rapid increase of the river trade, and a multiplication of boats that strikes the observer with astonishment. From the period last named up to the year 1839, a period of twenty-one years or thereabout, how do we find the aspect of matters altered! The surface of the "beautiful river," as the French call the Ohio, constantly agitated by the revolutions of paddle wheels, and its shores decked with cities, towns and villages, the appearance of which is sufficiently indicative of the vast stores of wealth which a thrifty, industrious population is

* These two sales have been before published in some of the papers, but not in ours.

[From Lyford's Baltimore Price Current.

rapidly bringing to light. It is computed that the country drained by the Ohio and its tributaries embraces one third of Pennsylvania, one-third of Virginia, two-thirds of Ohio, all of Kentucky, three-fourths of Indiana, and one-fourth of Illinois, making an aggregate of one hundred and forty-two thousand square miles, or ninety-one millions of acres. The Ohio rises near the 42d degree of north latitude, and empties itself into the Mississippi, near the 37th degree, within which space all the tributaries, with the exception of the great bend, of the Tennessee, are circumscribed. The computation of those who owned the first steamboat on this river, made after her first trip, is said to have been, that if 6 cents freight could be obtained on each pound, and *they could get enough to do*, the investment would be a profitable one. The result has shown that freight has been reduced to less than a cent, and that ample employment is afforded for hundreds of boats! The number of steamboats, as appears from Hall's statistics, built previous to the year 1835 inclusive, was 588, of which 173 were built at Pittsburgh and 164 at Cincinnati. The number of boats in active business in 1838 was 357, measuring sixty thousand five hundred tons, or 180 tons each; of which 101 were built in 1836, and 80 in 1837. The average number of new boats built per annum is set down at 100.

Such being the means of carrying on commerce, it is proper to look at the subject in another point of view. The exports of Cincinnati alone, are estimated at eight millions of dollars, consisting of the following items:

1. Of manufactures exported, at least	\$3,000,000
2. Of Pork, in all forms,	3,000,000
3. Of Flour,	600,000
4. Of Whiskey,	700,000
5. Miscellaneous,	700,000
	8,000,000

Pittsburgh claims to have 10,000,000, a large proportion of which arises from manufactures of which her population are the makers, but the writer of the articles puts it down at 8,000,000. Wheeling at 3,000,000, and allowing the minor places an aggregate of 3,000,000, the total annual exports from cities and villages will be 29,000,000. To this may be added, for the business through the country, sufficient to make up 35,000,000! Allowing for the reciprocity of trade, it is taken for granted that the exports being \$35,000,000 the value of imports will be the same, and thus we have \$70,000,000 as the computed value of the present commerce of the Ohio region.

What is here stated is the present estimate, without reference to what a few years of the future will bring forth, to calculate which we regard as utterly impossible. This, it will be borne in mind, is the trade of a very small portion of the regions with which, directly or indirectly, our works of Internal Improvement are to connect us, and yet we, occasionally, meet with persons who doubt as to the profitableness of the investment of the state. It is not supposed that anything more than a fair proportion of the trade here referred to will be ours, but allowing for all deductions, enough must remain to render the public works the sources of ample direct revenue and of indirect benefit to an incalculable amount.

The Ports of the Western Rivers.—From a table of the registered, enrolled, and licensed tonnage of the United States, the editor of the Pittsburgh Advocate, has compiled the following statement of the tonnage of the several principal ports on the western rivers, exclusive of New Orleans, which is rather a sea than a river port.

Pittsburgh,	- - - -	11,864 71
Cincinnati,	- - - -	10,376 36
St. Louis,	- - - -	9,373 00
Louisville,	- - - -	7,734 00
Nashville,	- - - -	5,481 36
Wheeling,	- - - -	305 34

One ship and two brigs recently arrived at Buffalo from Chicago and Michigan city. One of the brigs had a full load of wheat, and the others contained 2500 barrels of flour, 6000 bushels of wheat, 5500 bushels of corn, 325 barrels of pork and 1500 hides.

The following table contains a condensed yet interesting detail of particulars relative to the dimensions, tonnage, power, &c. of the three great sea steam ships:

TRANSATLANTIC STEAM SHIPS.

	Br. Queen.	Liverpool.	Gt. West.
	feet.	feet.	feet.
Length extent,	275	223	236
" under deck,	245	216	212
" keel,	223	209 05	205
Breadth between paddle boxes,	37 06	30 10	35 4
" outside of bends,	40		
" including "	64	56 03	59 5
Depth midships,	27	19 08	23 2
Tonnage, (builders,)	1863	1149½	1340
Tons of space,	1053	559½	679½
Tonnage of engine room,	963	581	641½
Horse power,	500	463	450
Diameter of cylinder,	77½ in.	75	73½
Length of stroke,	7 ft.	7	7
Diameter of paddle wheels,	31 06	28 05	28 9
Exact weight engine boiler and			
water,	600 tons	450	480
" coals,	800	600	600
" cargo (measurement)	600	250	250
Aft water, with the above weight,	16 6	16 6	16 8

Sailor's Magazine for August.—This No. contains very interesting reports of the efforts made in behalf of seamen at Charleston S. C. and of boatmen at Cincinnati, Ohio. It contains also extracts from a letter received in Boston, from Captain Bowers, dated Antwerp, Oct. 11th, 1838. Among the facts stated in the letter, are the following.

"I have got a statement of all the American and English vessels that have arrived here for the last seven years. It is as follows:

	1831	1832	1833	1834	1835	1836	1837	1838
American	11	65	47	76	46	47	32	74
English	93	174	89	119	146	130	179	172
Other nat's.	120	524	729	579	786	814	906	947

There are one hundred and twenty-six steamers on the Hudson river, (including ferry boats;) of which 58 are employed in towing freight-barges; 12 for pleasure excursions; 17 undergoing repairs; 8 running between New York and Albany; 3 between New York and Newburg; and the rest to the various towns on the river.

LIABILITIES OF STAGE OWNERS.

At the late term of the Supreme Court of the United States, a case was decided of great public interest, and with the permission of Mr. Peters, the Reporter, we publish the points decided, and which must hereafter rule the conduct of the proprietors of stage coaches.—*National Gazette.*

WILLIAM B. STOKES, Plaintiff in Error,
vs.

FRANCIS W. SALTONSTALL.

In September, 1837, the Defendant in Error, Mr. Saltonstall, instituted a suit in the Circuit Court of Maryland, for the recovery of damages against the defendant, the owner of a line of stages for carrying passengers from Baltimore to Wheeling. On the 6th of December, 1836, Mr. Saltonstall and his wife were passengers in the stage, and by the carelessness, unskilfulness and default of the driver, the stage was upset, and Mrs. Saltonstall most severely injured. The jury found a verdict for the plaintiff for seven thousand dollars, and exceptions having been taken to the charge of the Court, the defendant, Mr. Stokes, prosecuted a writ of error in the Supreme Court.

After full argument by very able Counsel, the following principles were sustained by the unanimous opinion of the Court, delivered by Mr. Justice Barbour.

1. In an action against the owners of a stage coach used for carrying passengers, for an injury sustained by the wife

of one of the passengers by the upsetting of the coach, the owner is not liable, unless the injury was occasioned by the negligence or want of proper skill in the driver of the carriage, in which he and his wife were passengers; and the facts that the carriage was upset and the plaintiff's wife injured, are *prima facie* evidence that there was carelessness, or negligence, or want of skill, on the part of the driver, and throws upon the defendant the burden of proving that the accident was not occasioned by the driver's fault.

2. It being admitted that the carriage was upset and the plaintiff's wife injured, it was incumbent on the defendant to prove that the driver was a person of competent skill, of good habits, and in every respect qualified and suitably prepared for the business in which he was engaged, and that he acted on this occasion with reasonable skill and with the utmost prudence and caution, and if the disaster in question was occasioned by the least negligence or want of skill, or prudence on his part, then the defendant is liable in this action.

3. If there was no want of proper skill, or care, or caution on the part of the driver, and the stage was upset by the act of the plaintiff or his wife, in rashly and improperly springing from it, then the defendant is not liable to this action; but if the want of proper skill or care of the driver placed the passengers in a state of peril, and they had at that time a reasonable ground for supposing that the stage would upset, or that the driver was incapable of managing his horses, the plaintiff is entitled to recover; although the jury may believe, from the position in which the stage was placed by the negligence of the driver, the attempt of the plaintiff or his wife to escape may have increased the peril, or even caused the stage to upset, and although they may also find that the plaintiff and his wife would probably have sustained little or no injury if they had remained in the stage.

4. If the driver was a person of competent skill and in every respect qualified and suitably prepared for the business in which he was engaged, and the accident was occasioned by no fault or want of skill or care on his part, or that of the defendant or his agents, but by physical disability, arising from extreme and unusual cold, which rendered him incapable for the time to do his duty, then the owner of the stage is not liable in an action for damages for an injury to one of the passengers.

Nashua and Lowell Railroad.—It appears from the report of the Directors of this Railroad, that the whole cost of the road, when in complete operation, is estimated at 360,000 dollars—or \$25,000 per mile. It was opened for the conveyance of passengers, October 3d, 1838, and for the transportation of freight on the 23d of November. The estimated number of passengers was 50,000 per annum. The number actually transported over the road during the first ten months was 67,786, or at the rate of 70,000 per annum. The estimated amount of freight was 15,000 tons. During the first 8 months there was transported 8,116 tons, which is less than the yearly average, and a little less than the estimate. The freight and passengers are both increasing.

The receipts from passengers ten months, and freight for eight months, exceed \$37,000. All the stock has been taken up and applications made for a much larger amount. Since the Road has been in operation the price of freight from Boston to Nashua has been reduced from \$3 to \$2 50 in summer, and from \$6 to \$3 in winter, and the fare for passengers from \$2 to \$1 50. Thus saving to the pockets of the people, not less than thirty thousand dollars per annum!—*Dover Enquirer*.

The Pillars in the Chamber of Commerce.—We looked into the new Exchange on Saturday to examine the composition pillars, manufactured by Signor Gori, of 35 Dey street, for the Chamber of Commerce in that building. They are eight in number and of the Corinthian order. The composition of which they are formed, is firm and durable and susceptible of as high a polish as marble itself. It is called *Scagliola* and has been for some time in use in England and on the continent, but has never, so far as we know, been introduced into this country before. The material of these columns is intended as an imitation of the Sienna marble, to which it bears the closest resemblance.—*N. Y. Times*.

From the London Morning Chronicle of Saturday, July 20.

We have now an opportunity of furnishing a list of the names of all the persons who have received shipments of cotton, with the amount in bales. The statement is from January 1 to July 1, the half year, and refers to Liverpool exclusively:

It will be seen that the gross amount of imports during that period was 559,309 bales, of which 35,149 bales only were received by Messrs. Humphreys and Biddle; but the item of shipments to order, amounts to 96,664 bales, a large portion of which, we are quite ready to admit, was perhaps sent to that firm. However, it is quite clear that there has been no monopoly, for no less than sixty-four other establishments are set down at more than Messrs. Humphreys & Biddle. The annexed is the statement in detail, which is of general use and interest, unconnected with the point in question:—

	Bales.
Messrs. W. and J. Brown and Co.	44,568
Messrs. Molyneux, Witherby and Co.	40,611
Messrs. Humphreys and Biddle	35,149
Messrs. Roekoll, Ogden and Co.	31,528
Messrs. Purton, Parker and Co.	28,623
Messrs. J. Holford and Co.	26,452
Messrs. Todd, Jackson and Co.	21,809
Messrs. Dennestoun and Co.	21,205
Messrs. Collman and Stollerforth	18,328
Messrs. Baring, Brothers	16,166
Messrs. J. Maury and Co.	15,295
Messrs. F. de Lizardi and Co.	11,942
Messrs. Waddington, Holt and Co.	10,181
Messrs. Taleur, Son and Co.	10,166
Messrs. Rathbone, Brothers	10,062
Messrs. Wildes, Pickersgill and Co.	8,600
Messrs. Reid, Irving and Co.	8,240
Messrs. Fountain and Prince	5,992
Messrs. Mure and Co.	4,656
Messrs. Hagan, Magee and Co.	4,503
Messrs. Magniac, Smith and Co.	4,391
Messrs. George Green and Son	3,977
Mr. Pontz	3,770
Messrs. M'Calmont, Brothers	3,656
Messrs. Wilson, Hallett and Co.	3,400
Messrs. Dawson and Co.	2,900
Mr. J. Crook	2,908
Mr. J. Oxley	2,690
Messrs. Wainwright and Co.	2,347
Mr. W. Gilliat	2,172
Messrs. Zwilchenbart and Co.	2,029
Mr. J. J. Palmer	1,987
Messrs. Evans and Trokes	1,876
Mr. A. Taylor	1,764
Messrs. Ewart, Myers and Co.	1,699
Mr. J. Turner	1,671
Messrs. B. Smith and Co.	1,508
Messrs. Magniac, Smith and Co.	1,499
Mr. W. Forde	1,326
Messrs. Ternant, Clow and Co.	1,314
Messrs. T. and S. Cassin	1,236
Messrs. Carmon, Miller and Co.	1,173
Mr. W. Stewart	1,148
Mr. J. O. Johnson,	983
Messrs. Metty, Pravoost and Co.	952

The New York State Loan of \$500,000 for the enlargement of the Erie Canal, was taken by the Manhattan Company of the City of New York, at par. It was at five per cent. interest, the principal payable at any time after the year 1855, at the pleasure of the Commissioners of the Canal Fund.

Heat in Florida.—A correspondent of the Albany Argus says the mid-day observations of the thermometer at Garey's Ferry, E. F. for the whole month of June last, averaged 92; was day after day at 100: the thermometer always in the shade, and not exposed to the reflection of heat.

COMMERCE OF GEORGIA FROM 1791 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Duties paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	. . .	. . .	491,250	. . .	77,832	202	6,759 00
1792	. . .	. . .	459,106	. . .	49,678	79	9,099 00
1793	. . .	. . .	520,955	. . .	33,270	158	1,568 40
1794	. . .	. . .	263,832	. . .	95,476	1,913	2,599 43
1795	. . .	. . .	695,986	. . .	79,666	20,059	3,548 01
1796	. . .	. . .	950,158	. . .	63,253	25,293	3,556 84
1797	. . .	. . .	644,307	. . .	71,905	3,054	4,260 48
1798	. . .	. . .	961,848	. . .	109,786	1,872	4,473 42
1799	. . .	. . .	1,396,759	. . .	209,354	5,912	286 18
1800	. . .	. . .	2,174,268	. . .	170,170	11,824	7,937 52
1801	. . .	. . .	1,755,939	. . .	230,852	29,565	7,750 35
1802	. . .	. . .	1,854,951	. . .	221,057	. . .	7,652 33
1803	2,345,387	25,488	2,370,875	. . .	200,377	11,133	7,742 30
1804	2,003,227	74,345	2,077,572	. . .	195,661	6,690	8,125 54
1805	2,351,169	43,677	2,394,846	. . .	108,893	6,037	8,592 77
1806	82,764	. . .	82,764	. . .	187,638	. . .	10,909 89
1807	3,710,776	34,069	3,744,845	. . .	518,524	16,542	12,829 18
1808	24,626	. . .	24,626	. . .	51,974	7,329	11,305 46
1809	1,082,108	. . .	1,082,108	. . .	15,149	312	10,942 83
1810	2,234,912	3,774	2,238,686	. . .	146,117	493	12,405 41
1811	2,657,225	11,641	2,668,866	. . .	65,604	5,745	4,761 75
1812	1,066,703	. . .	1,066,703	. . .	264,536	1,249	6,519 06
1813	1,094,595	. . .	1,094,595	. . .	181,572	4,109	8,234 19
1814	2,147,449	35,672	2,183,121	. . .	272,671	2,031	10,843 25
1815	4,146,057	26,282	4,172,339	. . .	869,150	851	11,253 36
1816	7,436,692	75,237	7,511,929	. . .	649,008	17,761	10,629 40
1817	8,530,831	259,831	8,790,714	. . .	716,404	27,879	12,711 75
1818	10,977,051	155,045	11,132,096	. . .	590,213	25,276	9,255 12
1819	6,241,960	68,474	6,310,434	. . .	342,023	10,038	11,596 30
1820	6,525,013	69,610	6,594,623	. . .	314,498	7,347	9,192 51
1821	5,979,995	34,315	6,014,310	1,002,684	213,559	3,790	8,226 11
1822	5,483,219	1,650	5,484,869	989,591	273,921	1,483	6,079 57
1823	4,279,885	13,781	4,293,666	670,705	231,667	10,253	4,643 23
1824	4,619,753	4,229	4,623,982	551,888	144,223	773	4,635 36
1825	4,220,939	1,894	4,222,833	343,356	105,784	4,569	4,829 38
1826	4,366,630	1,874	4,368,504	330,993	130,196	620	5,763 55
1827	4,260,864	691	4,261,555	312,609	147,099	736	5,461 55
1828	3,104,425	. . .	3,104,425	308,669	152,451	102	7,570 77
1829	4,980,642	734	4,981,376	380,293	174,727	. . .	7,494 07
1830	5,336,626	. . .	5,336,626	282,436	164,450	1,297	4,359 09
1831	3,957,245	2,568	3,959,813	399,940	120,303	. . .	4,899 27
1832	5,514,681	1,202	5,515,883	253,417	120,084	231	4,662 08
1833	6,270,040	. . .	6,270,040	318,990	111,700	2,663	7,387 12
1834	7,567,337	. . .	7,567,337	546,802	103,404	1,148	9,208 03
1835	8,890,674	. . .	8,890,674	393,049	113,583	899	6,528 19
1836	10,721,700	500	10,722,200	573,222	158,536	135	8,752 15*
1837	8,935,041	. . .	8,935,041	774,349	. . .	. . .	7,875 13*
1838	8,803,839	. . .	8,803,839	776,068	. . .	. . .	10,611 51*

* Ending 30th of September.

Invention of Iron Ships.

Among the most eccentric gentlemen in the world is Charles Alcott, Esq. of Medina, Ohio, the original inventor of iron ships. Alcott is a native of Hartford, Conn. in which place his father was a highly respectable clergyman. He was educated at Yale College where he had the reputation of "a giant in Greek and a fool in mechanics." While he was a student he constructed several model ships, and in 1820 soon after he graduated, he brought letters of introduction from President Dwight to Dr. Mitchel of this city, to whom he submitted his draughts and explained his theory. The Doctor saw little to commend in his inventions and doubted the feasibility of his plans. Nothing daunted, however, by the cool commendations of so distinguished a personage, Alcott persevered, and cheered by the ridicule of his professional and other friends, and borne down under the pressure of extreme

poverty—having expended all the substance acquired by his profession in the pursuit of his favourite object—he succeeded in obtaining letters patent as the original inventor of the "Self-Ballasting Iron Safety Ships." After constructing at a great expense, numerous models, and publishing his specifications "for the particular use of the ship-builders and naval architects of the United States," he rested from his labours, confident that his invention would in the end revolutionize the art of ship-building; though to him it should bring neither money nor reputation.

The English journals with their accustomed modesty, set down the invention of iron ships as a triumph of British genius; and while our citizens are importing and building vessels, exactly in accordance with his models and principles, the inventor and patentee is dependent on the poor income of a village lawyer for support, and the means wherewith to prosecute other inventions.—*N. Y. Whig.*

GOLD COINS.

Calculated for Bicknell's Reporter.

Value of American Gold (coined prior to August, 1834); also, the coins of Great Britain, Portugal and Brazil, of the fineness of 22 carats—at 94 8-10 cents per dwt.—from one grain to 10,000 dwt. Fractions of cents omitted.

Weight.	Value.	Weight.	Value.
Grains 1	4 cts.	dwt. 55	\$52 14
2	8	60	56 82
3	12	65	61 68
4	16	70	66 36
5	20	75	71 10
6	24	80	75 84
7	28	85	80 58
8	32	90	85 32
9	35	95	90 06
10	39	100	94 80
11	43	125	118 50
12	47	150	142 20
13	51	175	165 90
14	55	200	189 60
15	59	225	213 30
16	63	250	237 00
17	67	275	260 70
18	71	300	284 40
19	75	325	308 10
20	79	350	331 80
21	83	375	355 50
22	87	400	379 20
23	91	425	402 90
Dwt. 1	95	450	426 60
2	\$1 89	475	450 30
3	2 84	500	474 00
4	3 79	600	568 80
5	4 74	700	663 60
6	5 69	800	758 40
7	6 64	900	853 02
8	7 58	1000	948
9	8 53	1500	1422
10	9 48	2000	1896
11	10 43	2500	2370
12	11 38	3000	2844
13	12 32	3500	3318
14	13 27	4000	3792
15	14 22	4500	4266
16	15 17	5000	4740
17	16 12	5500	5214
18	17 06	6000	5688
19	18 01	6500	6162
20	18 96	7000	6636
25	23 70	7500	7110
30	28 44	8000	7584
35	33 18	8500	8058
40	37 92	9000	8532
45	42 66	9500	9006
50	47 40	10,000	9480

A Relic of the Olden Times.—We learn through the politeness of a valued friend, that there is now in the possession of William Walmsley, of Byberry township, Philadelphia county, a pair of cart wheels, the hubs of which in his grandfather's time were surrounded by other felloes, and were pressed into the service by the government, for the conveyance of troops and baggage in Braddock's western expedition.

After the defeat they were returned to the owner, (Wm. Walmsley's grandfather) and have remained in the family ever since. If the old hubs could speak, how would the *spokes* be astonished! What an interesting story they might tell of by-gone days, when the young Washington was fighting under the British flag and bravely protecting the haughty English regulars, with his gallant little band of Virginia Riflemen! What revolutions have taken place since those old hubs first did duty! There is certainly something interesting even in things inanimate, when their antiquity connects them with the olden time.—*Bucks County Intelligencer.*

The following resolutions, relative to the days of maturity on post notes, have been adopted by the New Orleans Chamber of Commerce.

Resolved, That the Chamber of Commerce of New Orleans consider the following rules as governing the maturity of drafts, notes, bills of exchange, and bank checks or post notes, viz:

That all notes, drafts, bank checks or post notes, drawn payable in days or months after sight or after date, or drawn payable on a certain specified subsequent day, are entitled to the usual three days of grace, unless expressly specified to the contrary:

That bills, notes or drafts drawn payable in months or days after date subsequent to the date of said bill, note or draft, is due on the same day as if drawn the same number of days or months after date.

That any bill, note or draft drawn a certain number of months after date, and dated the last day of a month having a greater number of days than the month in which it falls due, is due on the last day of said month, without any allowance for the day or days short in the due month.

That all drafts or orders for money payable at sight, are not entitled to days of grace, but are due and payable on presentation.

Resolved, In order to avoid any future doubt or difficulty on the subject that a committee be appointed to draft a bill in conformity to the passage of the same by the Legislature of this State at their next session.

Bags of Wind.—We witnessed an interesting experiment on Tuesday forenoon on board the Revenue Cutter Hamilton, Capt. Sturges, which was intended to illustrate the practicability of raising a vessel, by means of cylindrical bags, placed under her bottom, and filled with atmospheric air. The bags were each of large size, capable of containing 2500 cubic feet of air. They were confined by means of ropes passing under the keel—and afterwards filled by two forcing pumps, propelling the air through tubes into the cylindrical floats. The bags were made of three parts of stout cotton canvass, made air and water tight by means of India rubber—and were prepared by Mr Howard of Roxbury, under the direction of the inventor, Mr Mc Kean. The Cutter was raised considerably by this process—but the floats were made for a larger vessel, and when inflated, a large portion of them rose above the water.

The utility of this apparatus—thus adopting a well known principal in pneumatics to practical use—must be obvious to every one. It will enable vessels with large draughts of water to pass over barred harbors, as New Orleans, Mobile, Ocracoke inlet, &c—without lightening. It may be used also with advantage for various other purposes, as raising a vessel sunk in several fathoms of water, &c., &c.—*Mer. Jour.*

Wire Ponies.—A new invention has been made by Mr. Josiah White, of Philadelphia, and put in operation, for trial, on the canal at this place, for the purpose of towing boats by water power. The construction is simple and works well, and should it be found to answer as good a purpose for a longer distance, (and we have no doubt it will) as it does for the half mile under the experiment, its advantages will be incalculable.—*Mauch Chunk Courier.*

We understand the "wire ponies" mentioned above, consist of water wheels placed at the different locks, on which the water, usually running round the locks to feed the lower levels, is suffered to flow, and thus a power is created to drive endless wires, reaching the whole length of each level, supported by rollers at proper distances.—To these wires the boats passing in either direction are attached, and thus towed from lock to lock. It is expected by having an extra man at each lock, that the boats will require only one hand to steer them, and thus the expense of the other hands and the animal power will be saved.

Philadelphia, August 14, 1839.

Mr. BAWMAN:

Dear Sir—Will you do us the favour of giving us a description in your valuable paper, of what is represented as a burning Coal Mine at Pottsville. I hear many speculations upon it, and various opinions whether or not it is the Coal unbroken in the solid mass, or whether it is the props, wood and rubbish in the Mine that is on fire. I for one am very sceptical on the subject of coal burning unmined. By throwing some light upon the subject you will much oblige a

SUBSCRIBER.

In answer to our subscriber's query, we will refer him to the Journal of July 27th for a full description of the Burning Mine. In reply to his more particular query as to unmined coal burning, we will state as our opinion, that the currents of air rushing through old air shafts, and the immense body of heat derived from the old wooden works, may so render the face of the coal friable, that it will continually shell off, and feed itself. It would, perhaps, be next to impossible to ignite a solid mass of coal in vein, unless it were for the heat occasioned by the immense quantity of props, railway work, &c. in the mine, but these circumstances will doubtless give it such headway, that in connexion with the other causes mentioned, it will burn for a great many years.

Miners' Jour.

Correspondence of the U. S. Gazette.

Aleboro, (Mass.) Aug. 22, 1839.

I have just returned from a visit to Robinson's Button Manufactory. This is indeed an extensive establishment, employing over one hundred persons in making buttons, each one passing through the hands of twenty different workmen before it is perfected and ready for sale. This is the oldest establishment of the kind in the United States, and the buttons are in constant demand in every city in the Union. They have quite an old man here, who sits over a little fire heating a dozen buttons at a time, to give the gold an extra gloss or polish. As I questioned him about his business, (for I am a real Yankee, wanting to know the way of every thing,) he explained all, and then said, "The institutes have always given us a medal, and for a great many years it was silver, because we made such good buttons. Now, they think we make them so much better than every body else, that last year the American Institute awarded us a gold medal." The old man was right; I afterwards saw the medals. There are a forge, rolling mill, two refining furnaces, and several gilding furnaces connected with the establishment, and a capital of \$80,000 is constantly employed by the owners. The company employ one man by the year, to whom they give a large salary, and who has nothing to do but to design patterns and sink dies. He is a talented man, and has lately produced some new and very beautiful designs. In France, at the calico mills, they will only strike a certain number of pieces from one pattern, and if this company would only make a limited number of groce from each die, they would find the best (handsomest) sell immediately at good prices—better than usual.

Within sight of this is a large Cotton Mill, and two miles hence is a hook and eye factory. Go where you will in the state, you find the people manufacturing something or other, and in many places even the children of the wealthy are early taught to do something useful. I last evening saw three little girls busy as bees braiding straw, for some of which they obtain 1-3-4 cents, and for other kind 3 cents a yard. A smart child of twelve can thus earn from 50 to 75 cents a day.

The importance of the Delaware Breakwater, as a place of security against storms, will appear from the fact that in the late severe gale, sixty-six vessels took shelter there, viz.

Ship,	-	1
Brigs,	-	3
Schooners,	-	48
Sloops,	-	10
Pilot boats,	-	4
		66

From the Norristown Herald.

Messrs. Editors.—I was pleased to see in your last paper, an extract from Judge HALL's notes on the Western States, giving credit to whom credit is due. Fulton, no doubt, deserves credit for his improvement on steamboats, but the credit of the invention is unquestionably due to JOHN FITCH. I was personally acquainted with him at the time he invented the steamboat. He lived in the country, within sight of my father's residence, near the line dividing Bucks and Montgomery counties. I saw him almost daily. Judge Hall is mistaken in saying that the "idea of wheels had not occurred to Mr. Fitch; but instead of them oars were used." I saw his first boat on the Delaware, that indeed was worked with oars; but he actually showed me a draft or model of wheels, and employed me (who was a lad at that time,) to cut out of wood small water wheels, as models by which to have large wheels made to propel his boat. But why he never applied them to his boat I know not; probably it was for want of pecuniary ability to get them. He was in embarrassed circumstances—his scheme was considered by most people as visionary, and he could not obtain any person of capital to aid him. He no doubt was a very ingenious mechanic. He was not only a watch-maker, but a silver smith; he made silver spoons, buckles, and shirt buttons for sale; also brass small toothed combs, and crooked combs for ladies to put up their hair. All the proceeds of his work he devoted to his favourite scheme of steam navigation. He also learned the art of surveying while he lived in my neighbourhood, and took a trip to Kentucky; made many actual surveys there, and when he returned, made a map of Kentucky, engraved the plate himself, and struck off a number of copies by the use of machinery of his own construction—sold those maps about the country, and appropriated the proceeds to his favourite scheme. One of his maps I still have in my possession. I have also a part of his surveyor's staff in my possession. The facts above stated are within my own personal knowledge.

N. B. BOILEAU.

The Rat Act.—About ninety years ago, Boston was infested with rats to such a degree, that the General Court deemed it necessary, for the protection of the inhabitants and their property, to pass an act, allowing a bounty to every person who should kill a rat, provided the ears were brought to the selectmen of the town. On the first of September, 1742, the selectmen gave a certificate to the Province Treasurer, that there had been paid out of the town's stock, to sundry persons, £18 16s. for four thousand nine hundred and sixty-eight rats, killed in this town since the 5th day of the preceding April. From the 31st of August, 1742, to January 1st, 1743, there were nine thousand two hundred and eighty rats killed in this town—amount paid as bounty for the same, £154 13s. 4d. In the same year it was voted by the town to pay Mr. Lovell £10, old tenor, for his trouble in receiving and paying for rats' ears.—*Boston Weekly Magazine.*

Immigration.—The Baltimore American says:—Within the last two or three days there have been no less than ten arrivals at this port from Bremen—ships, barques, and brigs, bringing the large aggregate of 1,130 German immigrants. In the ship *Oceolo*, from Liverpool, there also came 91 passengers, making a total of 1,221 in eleven vessels. Nearly the whole of these people design going to the fertile and cheap lands in the West, and many of them are by this time on their way thither.

The article on the coal trade in our last, should have been credited to the Miners' Journal.

Error in our last for "Hunterdon" page 166, read Huntingdon.

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UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

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THE USURY LAW.

On page 65 has been published an essay on Usury. We now record, as applicable to the present times, certain proceedings of the Chamber of Commerce, and Board of Trade of Philadelphia—also, a law of England on the subject.

Proceedings of the Philadelphia Chamber of Commerce in 1836.

Rates of Interest.

Report of the Committee of the Chamber of Commerce of this City.

The Committee appointed by the Chamber of Commerce on the 10th of May, 1836, to inquire into the expediency of taking measures to procure the abolition of the Usury Laws, beg leave to

REPORT:

That after corresponding with some members of the Legislature who are friendly to this measure, it was determined to postpone any efforts until the winter session, when, if commenced early, it is thought there is every prospect of success.

The necessity of removing restraints on the rate of interest, has become strikingly manifest within a few months, during which time, owing to a variety of circumstances, discounts have been higher than were ever before known in this country. The rates prevalent in Boston have been from 3 to 4 per cent. per month; in New York from 2 to 3½ per cent. per month, and in Philadelphia from 1½ to 2½ per cent. per month. These rates have been as current as the market rates for flour, meat, cotton, or any other merchandise, and yet no one has ever thought of the expediency of restraining the miller from selling his flour beyond \$6 per barrel, or the butcher and planter from selling their meat and cotton higher than 6 cents per pound. The community would not submit to such usurpation as fixing the prices of all articles of merchandise, neither will they submit much longer to the arbitrary dictation of the law, in fixing the price of money—an article more liable to fluctuation than any other merchandise.

This law is useless—even worse than useless—it is attended with much injury, besides being very arbitrary. It is broken, over and over again, every day. The borrower feels the injustice as well as the lender, and thinks none the worse of the lender for receiving the current rate of interest. The necessary operation of the law is to induce the employment of third persons and brokers, for the purpose of more safely effecting an illegal transaction. These intermediate persons must be paid by the borrower, and thus the rate of interest is uselessly increased. If there were no usury law, the borrower would go directly to the capitalist, and bargain for the purchase of money on the best terms in his power. If there were no restraining law, conscientious capitalists, of whom there are many in our large towns, who are now deterred from infringing on this law, however absurd and unjust, would come into the money market, and sell their money for a price which many enterprising mechanics and merchants would be happy to pay for it, instead of investing it in western and southern securities, which yield a higher interest than our eastern stocks do. Thus the money of our own citizens would be kept at home, and the competition

which would thus be created between the other banks and the money lenders, would reduce the price of this article down to its fair and true value.

There are several exceptions in the laws restraining the rate of interest, viz.

Bottomry on bonds upon ships.

Respondentia—or loans upon shipments, by sea, including marine insurance.

Pawnbroking, or loans upon personal property, which are at very high rates of interest.

Besides the above, there are several laws incorporating railway and banking institutions, which authorize the managers and directors of said corporations to assess interest at the rate of 12 to 18 per cent. per annum on delinquent subscribers, to compel the payment of the instalments. These examples are cited for the purpose of showing that usurious interest has been allowed by our Legislature in cases where expedience has pointed out its utility, and we hope this liberality will be extended to all moneyed operations.

If the commonwealth of Pennsylvania should be so wise as to repeal its usury laws, or would allow the rate of interest to be extended to 8 or 10 or 12 per cent. per annum, as might be agreed upon by the contracting parties, and the States of Massachusetts, New York, Maryland and Virginia, should be so unwise as to keep up their present rates, (viz. in New York 7 per cent. per annum, whilst in the other three States it is 6 per cent. per annum,) capital would flow into Philadelphia from Boston, New York, Baltimore, and Richmond, in the same way as Baltimore and Philadelphia capital has been transmitted to New York, (to the knowledge of a member of this committee,) being attracted by the 7 per cent. legal rate of interest of that state. Thus Pennsylvania enterprise would be fostered at the expense of her less clear-sighted and prudent neighbours.

Innumerable other suggestions might be urged in favour of the abolition of a law which is a disgrace to the enlightened age in which we live, inasmuch as it is constantly infringed, and is entirely nugatory in accomplishing the object for which it was designed; but, on the contrary, produces the evil it was intended to remedy. The committee, however, will not further intrude on the attention of the chamber, in urging a measure which is so popular with the intelligent portion of the commercial community, but will close the report by proposing the following resolves:

Resolved, That the Chamber of Commerce petition the Legislature now in session, to amend the usury laws, so far as relates to the allowance, on and after the Fourth of July next, of such rate of interest as may be fixed on by contracting parties, on all promissory notes and bills of exchange resting solely on personal security, that have not over four months to run, but not to apply to discounts by banks, or to embrace bonds, mortgages, and other landed securities.

Resolved, That the Chamber of Commerce and Board of Trade of Pittsburgh, as well as the Board of Trade of Philadelphia, and the citizens of Pittsburgh and Philadelphia particularly, as well as of the State generally, be earnestly invited to co-operate with the Philadelphia Chamber of Commerce, in procuring relief from these obnoxious laws.

JOHN A. BROWN,
J. FISHER LEAMING,
GERARD RALSTON,

Committee.

Philadelphia, Dec. 17, 1836.

Philadelphia, Jun. 16, 1837.

Sir—By direction of the Philadelphia Chamber of Commerce, we have the honour to address you on a subject which has engaged much of the attention of many of the most intelligent men of this city, and our object is to invite the co-operation and support of the institution over which you preside, if you approve of our plans, in efforts to procure from our Legislature relief from the unwise laws now existing in regard to the interest on money.

We beg to enclose a report and memorial of the Chamber of Commerce to our Legislature, to pray them to modify the laws restraining the rate of interest.

We entertain the opinion, that money is a commodity, which ought to be bought and sold as free from restriction as flour, cotton, beef, or any other species of merchandise. We think the community would be infinitely benefited if this were the received opinion throughout the State. But inasmuch as the usury laws have existed ever since the foundation of this commonwealth, and as old customs sanction their impolitic provisions, we deem it prudent to attempt their repeal gradually, so as not to shock the prejudices of the people, nor to alter too rapidly the system which has grown up with the institutions of our State. We, therefore, you will observe, *recommend the adoption of an alteration applying merely to promissory notes and bills of exchange that have only four months to run*, and restrict this to individuals, and not to bonds, mortgages, or other landed securities. We suppose that if we procure a modification of the usury laws, as pointed out in our memorial, that after the lapse of a year or two the plan will be found so advantageous as to induce the Legislature to extend the repeal to all restrictions on the money market.

Begging the favour of your board to consider candidly the important matter we present to your notice, and requesting your co-operation with us, we subscribe ourselves, with the greatest respect,

Your most obedient servants,

JOHN A. BROWN,
J. FISHER LEAMING,
GERARD RALSTON,

Committee on behalf of the
Philadelphia Chamber of Commerce.

To the President of the Chamber of Commerce,
To the President of the Board of Trade,

Pittsburg.

Communications were addressed separately to the President of the Board of Trade of Pittsburg, and separately to the Chamber of Commerce of Pittsburg.

To the Honourable the Senate and House of Representatives of the Commonwealth of Pennsylvania:

The memorial of the Philadelphia Chamber of Commerce respectfully represents:

Your memorialists have noticed with great satisfaction that bills have been reported to both your honourable bodies, repealing in part the acts regulating and fixing the rate of interest, and under the expectation that some enactment on this subject may be passed by the Legislature, respectfully ask permission to express their entire concurrence in the necessity for removing, or at least modifying, the present restraints in the rate of interest.

The inexpediency of these restrictions has, within the last few months, become strikingly manifest to your memorialists, during which time, owing to circumstances not necessary here to be adverted to, the rate of interest has risen to a higher point than ever before known in the United States.

In Boston, your memorialists are informed, money has been worth from 2 to 4 per cent.; in New York from 2 to 3½ per cent., and in this city from 1½ to 2½ per cent. per month. These are the current prices; which your memorialists are firmly persuaded have reached these extravagant rates, owing, in some degree, to the operation of these very restraining laws, which, by shutting out competition, has diminished the number of lenders in the money market.

To attempt to fix the price of money is as futile as to fix the prices of flour, meat, cotton, or any other commodity. In

point of fact, the laws restraining the rate of interest are useless; they are evaded daily; the only use of them is, to give employment to third persons, to give effect to transactions which otherwise would be illegal. These intermediate persons must be paid, and to this extent the rate of interest is enhanced on the unfortunate borrower.

Your memorialists respectfully conceive that were the usury laws repealed, or even modified, to the extent hereinafter prayed for by your memorialists, that borrowers would have access directly to capitalists, and bargains for money would be negotiated, in the same way as for any other commodities, on the lowest terms, from the circumstance of the market being open to all.

Conscientious capitalists, now deterred from infringing these laws, however absurd and unjust, would be brought into the money market, and offer their capital to our mechanics and traders at the lowest rates, instead of seeking, as they now do, a more profitable investment in western and southern stocks; and thus the money of our own citizens would be kept at home to benefit the commonwealth.

Numerous other suggestions might be urged in favour of the abolition of these laws, which are entirely nugatory as far as regards the objects they were originally designed to accomplish, because they are constantly infringed, but your memorialists, aware of the difficulties to be encountered in getting rid of these long existing enactments, and anxious to effect this object only in conformity with the wishes of all classes of their fellow citizens, do not ask for their entire repeal until further experience shall have satisfied them of their utter inexpediency.

Accordingly, your memorialists now pray that the usury laws may be so amended as to allow, on and after the 4th of July next, contracting parties to take whatever rate of interest they may agree upon, on all promissory notes and bills of exchange which have not over four months to run—but this provision shall not be extended to bonds, mortgages, and other landed securities, nor to banking institutions, loan companies, &c.

Your memorialists are the more confident of the propriety of recommending the adoption of the above modification in the usury laws, because in England, the greatest commercial nation of the world, the example has been set us, differing only in the limiting of the time to 3 months instead of 4 months, and beneficial effects have been experienced from it.

MODIFICATION OF THE USURY LAWS IN GREAT BRITAIN.

AN ACT

To exempt certain Bills of Exchange and Promissory Notes from the operation of the Laws relating to Usury. [17th July, 1837.]

Whereas, by an act passed in the fourth year of the reign of his majesty King William the Fourth, entitled *An Act for giving to the Corporation of the Governor and Company of the Bank of England certain privileges for a limited period under certain conditions*, bills of exchange and promissory notes made payable at or within three months after the date thereof, or not having more than three months to run, and certain transactions in respect of such bills, were exempted from the operations of the statutes relating to usury; and it is desirable to extend such exemptions: Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, That from and after the passing of this act, and till the first of January, one thousand eight hundred and forty, no bill of exchange or promissory note made payable at or within twelve months after the date thereof, or not having more than twelve months to run, shall, by reason of any interest taken thereon or secured thereby, or any agreement to pay or receive or allow interest in discounting, negotiating, or transferring the same, be void, nor shall the liability of any party to any bill of exchange or promissory note be affected, by reason of any statute or law in force for the prevention of usury; nor shall any person or persons or body corporate, drawing, accepting, endorsing, or

signing such bill or note, or lending or advancing any money, or taking more than the present rate of legal interest in Great Britain and Ireland respectively for the loan of money, or any such bill or note, be subject to any penalties under any statute or law relating to usury, or any other penalty or forfeiture; any thing in any law or statute relating to usury, or any other law whatsoever in force in any part of the united kingdom, to the contrary notwithstanding.

MEMORIAL

Of the Philadelphia Board of Trade, to the Legislature of Pennsylvania, on the Usury Laws of the Commonwealth:—

To the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met,

The Memorial of the Philadelphia Board of Trade respectfully sheweth, that as the representatives of a large portion of the trading community, they have heard with the most lively satisfaction, that Bills have been introduced into the Legislature, to modify the law of 1722, reducing the interest of money from eight to six per cent. per annum, in order that transactions for the loan of money in certain cases may be relieved from the penalty of taking usurious interest.

Your memorialists are aware that a number of highly respectable individuals are opposed to any modification of the law which would throw the trade in money open to the regular competition of the market, and permit it to find its value like every other commodity. It is believed that the unwillingness arises from two causes: the first, and most insisted upon, that there is some immorality in the thing itself, or that it would contribute to immorality; and the second, that the trade in money being different from the trade in grain or merchandise, requires some more watchful guardian than their own interest to preside over the transactions of men when they borrow or lend it. In regard to the first of these objections, we cannot perceive how the imaginary lines which bound the territory of the several States should make that an offence against morals in Pennsylvania, which is not only moral but legal, in Indiana, Missouri, Illinois and New York, in all of which more than six per cent. may be taken; or how the morality of lending money has been improved by reducing the rate of interest from ten to eight and then to six per cent. That it would contribute to immorality is equally unintelligible. The prudent, cautious man of business may at seasons be pressed by the want of money, but the open market for it would present no stronger temptations to him to borrow more than he wanted, than in the same place to purchase large quantities of perishable commodities, or make that an excuse for departing from the even tenor of his way; and the careless, the profligate, and the extravagant are not restrained by the obligations of a human code when their pleasures lead them to violate that of the highest authority. The second objection that the trade in money is different from the trade in other commodities, carries no stronger weight. Eagles, Dollars, Bank Notes, are daily sold in every civilized country and their value measured by that against which they are exchanged, partaking in common with transactions in ordinary merchandise of the great principles of supply and demand. Interest is nothing more than the profit of selling money on credit: and that profit should know no other limit than that which governs other sales on credit; the time given and the risk of ultimate payment.

Notwithstanding the strong and conscientious opposition of many respectable capitalists to loan their money at illegal interest, the rate for some months has fluctuated between one and four per cent. per month. Contracts for the sale of mercantile paper are daily made at those rates, through the intervention of brokers and the exigencies of trade, supplied by evading the restraining law, and avoiding its penalties by indirect bargains.

Under these circumstances and with a view to ascertain the practical operation of a free trade in money, at the same time that due respect and consideration may be given to the opinions of those who are opposed to an entire change, we would respectfully suggest that a law may be passed permitting

Bills of Exchange and Promissory Notes, having six months and under to run, to be discounted at such rates as may be agreed upon between the parties, the law to take effect from and after the first day of July, 1837, and not to apply to Bonds and Securities on Real Estate, or to discounts or loans made by Banks. The most commercial country in the world has already freed paper of the above description, having three months and under to mature from restriction, and the highest market rate may now be taken by her national bank to the manifest benefit of her trading interest.

Impressed with these convictions and fully satisfied that the modification above recommended would promote the trade and prosperity of the Commonwealth, and cause the capital of other States and nations to minister to these desirable ends—Your memorialists most respectfully ask that a law may be passed to accomplish it.

Chamber of the Philadelphia Board of trade, }
February 9, 1837. }

Cattle and stock in Kentucky.—Kentucky is eclipsing all the states in good cattle. In the Lexington Reporter is reported a catalogue of sales there, August 22d, by W. A. Barnes—thus:—

CATTLE.

No. 1	\$1625	No. 12	\$265
2	520	13	500
3	610	14	60
4	620	15	140
5	565	16	400
6 & 7	240	17	150
8	415	18	120
9	385 50	19	75
10	255	20	100
11	200	21	100

HOGS, (Berkshire.)

Jack	-	-	\$91
Tom	-	-	60
Beauty	-	-	82 50
Rose	-	-	96
Premium	-	-	56
Laura	-	-	93
Tulip	-	-	82
Tanny	-	-	67

Beacon on the Romer Shoal.—During the last session of Congress, an appropriation of \$20,000 was made for the purpose of erecting a beacon on the Romer Shoal, at the entrance of the harbour of New York; and our worthy and enterprising fellow citizen, Capt. Winslow Lewis, is now engaged in carrying the intention of Congress into effect.

The Romer Shoal is an extensive sand bank, situated about four or five miles N. N. W. from the light-house on Sandy Hook, and exposed to all the fury of the gales of the Atlantic. It was upon this shoal that the steamer Home struck when leaving New York, on her last voyage, which proved fatal to so many of her passengers and crew.

The beacon will be erected on the Southeast part of the shoal, where the water is nine feet deep at low tide. It will be of a conical shape, 26 feet in diameter at the base, and 6 feet at the top, to be built of large blocks of heavy granite, strongly clamped and doweled together with copper materials, and rising to a height of 42 feet from the foundation of hard sand. This will be surmounted with a spar 24 feet in height, on the top of which will be placed a conspicuous object; the whole to be painted in a manner that will attract attention.

We understand that Capt. Lewis has met with some difficulties in laying the foundation stone for this beacon, as owing to the very rapid tide at that place, his attempts to make use of a diving bell proved fruitless. These obstacles, however, he has surmounted by an ingenious and admirable contrivance, something on the principle of the coffer-dam, and which has enabled him to execute the work of laying the foundation in the most faithful manner. A beacon of this description, on the Romer Shoal, will prove of great service to vessels entering the harbour of New York.—*Boston Merc. Journal.*

Tabular statement of the amount of coinage at the Mint of the United States, in the several denominations of coin, since

Periods.	Eagles.	Half Eagles.	Qr. Eagles.	Dollars.	Half Dollars.	Quar. Dolls.	Dimes.	Half Dimes.
1793	2,795	8,707	—	204,791	323,144	—	—	86,416
1794								
1795								
1796								
1796	6,934	6,196	963	72,920	3,918	5,894	22,135	10,230
1797	8,323	3,609	859	7,776	—	252	25,261	44,527
1798	7,974	24,867	614	327,536	—	—	27,550	—
1799	17,483	7,451	480	423,515	—	—	—	—
1800	25,965	11,622	—	220,920	—	—	21,760	24,000
1801	29,254	26,006	—	54,454	30,289	—	34,640	33,910
1802	15,090	53,176	2,612	41,650	29,890	—	10,975	13,010
1803	8,979	33,506	423	66,064	31,715	—	33,040	37,850
1804	9,795	30,475	3,327	19,570	156,519	6,738	8,265	—
1805	—	33,183	1,781	321	211,722	121,394	120,780	15,600
1806	—	64,093	1,616	—	839,576	206,124	—	—
1807	—	84,093	6,812	—	1,051,576	220,643	165,000	—
1808	—	55,578	2,710	—	1,368,600	—	—	—
1809	—	33,875	—	—	1,405,810	—	44,710	—
1810	—	100,287	—	—	1,276,276	—	6,355	—
1811	—	99,581	—	—	1,203,644	—	65,180	—
1812	—	58,087	—	—	1,628,059	—	—	—
1813	—	95,428	—	—	1,241,903	—	—	—
1814	—	15,454	—	—	1,039,075	—	421,500	—
1815	—	635	—	—	—	69,232	—	—
1816	—	—	—	—	47,150	20,003	—	—
1817	—	—	—	—	1,215,567	—	—	—
1818	—	48,588	—	—	1,960,322	361,174	—	—
1819	—	51,723	—	—	2,208,000	144,000	—	—
1820	—	263,806	—	—	751,122	127,444	942,587	—
1821	—	34,641	6,448	—	1,305,797	216,851	1,186,512	—
1822	—	17,796	—	—	1,559,573	64,080	100,000	—
1823	—	14,485	—	—	1,694,200	17,800	440,000	—
1824	—	17,340	2,600	—	3,504,954	—	—	—
1825	—	29,060	4,434	—	2,943,166	168,000	510,000	—
1826	—	18,069	760	—	4,004,180	—	—	—
1827	—	24,913	2,800	—	5,493,400	4,000	1,215,000	—
1828	—	28,029	—	—	3,075,200	102,000	125,000	—
1829	—	57,442	3,403	—	3,712,156	—	770,000	1,230,000
1830	—	126,351	4,540	—	4,764,800	—	510,000	1,240,000
1831	—	140,594	4,520	—	5,873,660	398,000	771,350	1,242,700
1832	—	157,487	4,400	—	4,797,000	320,000	522,500	965,000
1833	—	193,630	4,160	—	5,206,000	156,000	485,000	1,370,000
1834	—	732,169	117,370	—	6,412,004	286,000	635,000	1,480,000
1835	—	371,534	131,402	—	5,352,006	1,952,000	1,410,000	2,760,000
1836	—	553,147	547,986	1,000	6,546,200	472,000	1,190,000	1,900,000
1837	—	207,121	45,080	—	3,629,820	252,400	1,042,000	2,276,000
1838	7,200	320,057	54,924	—	3,546,000	832,000	2,394,930	2,255,000
	139,792	4,253,891	957,024	1,440,517	91,443,993	6,524,029	15,257,630	16,984,243

PINE LANDS AND PINE LUMBER.

There is, perhaps, no subject in which the public are more deeply interested, or in proportion to that interest, on which it is less informed, than of the sources, quantity and probable duration of the supply of white pine lumber. It is no uncommon occurrence to hear merchants and business men predict the rise or fall of the various articles of merchandise and produce in the range of their business, and we are aware that they predicate the opinions they advance upon the knowledge they have acquired as to the means and extent of the supply and the amount of the demand. But who is there who troubles himself to inquire how much pine timber there is in the United States? how long it will last? what is the cause of its regular and rapid advance in price? and will it continue to advance, or will it diminish in value in years to come? We have been led to these remarks by some facts communicated to us by a friend who has investigated the subject, and on whose statements we can rely.

It is known, we presume, to most persons, that white or pumpkin pine cannot be produced or grown as the under

brush or second growth of pine forests is always of a different species of wood. Thus we can see at a glance, that the county or state which is once stripped of its valuable timber, can never again see its soil clothed with the same. With this fact before us, together with the knowledge of the extent of the annual consumption of this article, it can be no very difficult matter to arrive at a pretty accurate conclusion as to the time which the forests of the United States will supply the demands of the country. A few facts will show that we are not so well furnished as is generally supposed.

In all the states and territories connected with the Union, there are substantially, but three states which have a surplus of white pine to supply the enormous and increasing demand which is yearly made by the other states and territories. These are, New York, Pennsylvania and Maine. The latter, (Maine) with her twenty-five hundred saw mills, can hardly supply the New England states, and it is left for New York and Pennsylvania to furnish the pine lumber for the great valley of the Mississippi, after deducting what is needed for the consumption of four millions of enterprising inhabitants within their own borders. We speak of course in general

the commencement of its operations in 1793, until the 31st of Dec. 1888 inclusive, taken from the Director's Report.

Periods.	Cents.	Half Cents.	Pcs. of Gold.	Value of Gold.	Pcs. of Silver.	Value of Silver.	Pieces of Copper.	Value of Copper.
1793	1,066,033	142,534	11,502	\$71,485	614,351	\$370,683 80	1,208,567	\$11,373
1794								
1795								
1796	974,700	115,480	14,093	102,727 50	115,097	79,077 50	1,090,180	10,324 46
1797	897,510	107,048	12,791	103,422 50	77,816	12,591 45	1,004,558	9,510 34
1798	979,700	—	33,455	205,610	355,086	330,291	979,700	9,797
1799	904,585	12,167	25,414	213,280	423,515	423,515	916,752	9,107 68
1800	2,822,175	211,530	37,587	317,760	266,680	224,296	3,033,705	29,279 40
1801	1,362,837	—	55,260	422,570	153,293	74,758	1,362,837	13,628 37
1802	3,435,100	14,366	70,878	423,310	95,525	58,343	3,449,466	34,422 83
1803	2,471,353	97,900	42,908	258,377 50	168,669	87,118	2,569,253	25,203 03
1804	756,838	1,055,312	43,597	258,542 50	191,092	100,340 50	1,812,150	12,844 94
1805	941,116	814,464	34,964	170,367 50	469,817	149,388 50	1,755,580	13,483 48
1806	348,000	356,000	65,709	324,505	1,045,700	471,319	704,000	5,260
1807	727,221	476,000	90,905	437,495	1,437,219	597,448 75	1,203,221	9,652 21
1808	1,109,000	400,000	58,288	284,665	1,368,600	684,300	1,509,000	13,090
1809	222,867	1,154,572	33,375	169,375	1,450,520	707,376	1,377,439	8,001 53
1810	2,458,500	215,000	100,287	501,435	1,282,681	638,773 50	1,673,500	15,660
1811	218,025	63,140	99,581	497,905	1,268,824	608,340	281,165	2,495 95
1812	1,075,500	—	58,087	290,435	1,628,059	814,029 50	1,075,500	10,755
1813	418,000	—	95,428	417,140	1,241,903	620,951 50	418,000	4,180
1814	367,830	—	15,454	77,270	1,460,575	561,687 50	357,830	3,578 30
1815	—	—	635	3,175	69,232	17,308	—	—
1816	2,820,982	—	—	—	67,153	28,575 75	2,820,982	28,200 82
1817	3,948,400	—	—	—	1,215,567	607,783 50	3,948,400	39,484
1818	3,167,000	—	48,588	242,940	2,321,496	1,070,454 50	3,167,000	31,670
1819	2,671,000	—	51,723	258,615	2,352,000	1,140,000	2,671,000	26,710
1820	4,707,550	—	263,806	1,319,030	1,821,153	501,680 70	4,407,550	44,075 50
1821	389,000	—	41,089	189,325	2,709,160	825,762 45	389,000	3,890
1822	2,072,339	—	17,796	88,980	1,723,653	805,806 50	2,072,339	20,723 39
1823	—	—	14,485	72,425	2,152,000	895,550	—	—
1824	1,262,000	—	19,940	93,200	3,504,954	1,752,477	1,262,000	12,620
1825	1,461,100	83,000	33,494	156,385	3,621,166	1,564,563	1,524,000	14,926
1826	1,517,425	234,000	18,829	92,545	4,004,180	2,002,090	1,751,425	16,344 25
1827	2,357,732	—	27,713	131,565	6,712,400	2,869,200	2,357,732	23,577 32
1828	2,260,624	606,000	28,029	140,145	3,302,200	1,575,600	2,866,624	25,636 24
1829	1,414,500	487,000	60,845	295,717 50	5,712,156	1,994,578	1,901,500	16,560
1830	1,711,500	—	130,891	643,195	6,514,800	2,495,400	1,711,500	17,115
1831	3,359,260	2,200	145,114	714,270	8,285,710	3,175,600	3,361,460	33,603 60
1832	2,362,000	—	161,887	798,435	6,604,500	2,579,000	2,362,000	23,620
1833	2,739,000	154,000	197,790	978,550	7,217,000	2,759,000	2,898,000	28,160
1834	1,855,100	120,000	849,539	3,954,270	8,813,004	3,415,002	1,975,100	19,151
1835	3,878,400	141,000	502,936	2,186,175	11,474,006	3,443,003	4,019,400	39,499
1836	2,111,000	398,000	1,101,133	4,135,700	10,109,200	3,606,100	2,509,000	23,100
1837	5,558,300	—	252,201	1,148,305	7,200,220	2,096,010	5,558,300	55,583
1838	6,370,200	—	382,181	1,809,595	9,027,930	2,333,243	6,370,200	63,702
	82,241,302	7,4403,71	5,350,707	\$25,059,935	131,649,812	\$51,168,435 90	89,682,015	\$859,617 58

terms and in round numbers, and do not mean to say that many of the states cannot supply their own wants to some extent for several years.

Allowing these statements to be true, we are now prepared for the question.

How long will the white pine forests in these states supply the demand?

It has been ascertained beyond a doubt, that there were floated on our canals, the Hudson, Mississippi, Susquehanna, and Delaware rivers, during the last year, nearly six hundred and fifty millions of square feet of pine lumber! To supply this quantity, over sixty-five thousand acres of good pine lands have been stripped of every tree! If there are seven hundred thousand acres, even at this rate, without any increase, it will last only some ten or eleven years; and from facts that have been gathered on this subject, we venture to say that there is not white pine enough in the United States to supply the present consumption fifteen years! If any one can controvert this conclusion by facts, we should be glad to hear them. Ten years since, the pine lumber on the Allegheny, and Susquehanna was from four to eight dollars a thousand feet; it is

now from ten to eighteen, and large contracts for the latter price were made last month for lumber which is now on its way to Natchez and New Orleans, the markets for which it was purchased. When pine lumber is transported five thousand miles on the Mississippi and its tributaries, and pays large profits, can there be a supply nearer! With these hints we leave the subject for the present.—*Oneida N. Y. Whig.*

More of the lost Hornet Sloop of war.—The Galveston Gazette of the 2d, instant contains this note, found in a bottle, corked and sealed, and all covered with barnacles, on Point Bolivar, by a Mr. Dunman, who lives there. The MS has been forwarded to Washington, with an expectation that the handwriting might possibly be identified.

On board Sloop Hornet, U. S.
31st August 1829.

We are all lost—A tremendous gale has foundered the vessel off Galveston Island about sixty or seventy miles distant.

RECAPITULATION OF PRECEDING TABLE.

Periods.	Whole coinage in pieces.	Whole coinage in value.
1793 }	1,834,420	\$453,541 80
1794 }		
1795 }		
1796 }		
1796	1,219,370	192,129 40
1797	1,095,165	123,524 29
1798	1,368,241	545,698 00
1799	1,565,681	645,907 68
1800	3,337,972	571,335 40
1801	1,571,390	510,956 37
1802	3,615,869	516,075 83
1803	2,780,830	370,698 53
1804	2,046,839	371,827 94
1805	2,260,361	333,239 48
1806	1,815,409	801,084 00
1807	2,731,345	1,044,595 96
1808	2,935,888	982,055 00
1809	2,861,834	884,752 53
1810	3,056,418	1,155,868 50
1811	1,649,570	1,108,740 95
1812	2,761,646	1,115,219 50
1813	1,755,331	1,102,271 50
1814	1,833,859	642,535 80
1815	69,867	20,483 00
1816	2,888,135	56,785 57
1817	5,163,967	647,267 50
1818	5,537,084	1,345,064 50
1819	5,074,723	1,425,325 00
1820	6,492,509	1,864,786 20
1821	3,139,249	1,018,977 45
1822	3,813,788	915,509 89
1823	2,166,485	967,975 00
1824	4,786,894	1,858,297 00
1825	5,178,760	1,735,894 00
1826	5,774,434	2,110,679 26
1827	9,097,845	3,024,342 32
1828	6,196,863	1,741,383 24
1829	7,674,501	2,306,875 50
1830	8,367,191	3,155,620 00
1831	11,792,284	8,923,473 60
1832	9,128,387	3,401,055 00
1833	10,307,790	3,765,710 00
1834	11,637,643	7,388,428 00
1835	15,996,342	5,668,667 00
1836	13,719,333	7,764,900 00
1837	13,010,721	3,299,898 00
1838	15,780,311	4,206,540 00
	226,682,534	77,087,988 43

Internal Improvements.

Genesee Canal—Allegheny River—Coal, Iron, &c.—It is satisfactory to learn the particulars embodied in the annexed letter from a well known Engineer. Those who look with interest towards the Allegheny Hills for Coal and Iron, are particularly referred to the perusal of the statements of Mr. Mills, respecting the facts developed by his researches connected with the surveys for the Genesee Canal, &c.

OLEAN, Allegheny Co., Oct. 10, 1837.

Dear Sir—The inhabitants of this section have in view the construction of a Canal and Slackwater Navigation from this place up the river to the Pennsylvania line, and from thence by a similar improvement on the part of the Pennsylvanians, to reach the coal and iron ore beds, lying on the head waters of Conondaga creek, (commonly called Potato creek,) in McKean county. Much has been said of the value of the coal, and of the importance of this improvement in connexion with the Genesee Valley Canal. To obtain a more perfect knowledge of the facts, I have, in accordance with

the wishes of those interested in the subject, made a survey for a canal as far as the Pennsylvania line; and I have also, accompanied by the Hon. John Griffin and C. T. Chamberlin of Ohio, and Frederick S. Martin and David Day of Olean, made a personal examination of the route above the Pennsylvania line; and of the coal and iron beds of McKean county. In travelling over the line to the coal region, I was surprised to find so little fall in the streams, and the flats so well adapted to canaling. The United States Corps of Engineers, under the direction of Major Hughes, commenced their surveys for the improvement of the Allegheny river at the mouth of Potato creek, some twenty miles above Olean, and I am informed they found the descent between those two points but 23 feet 3 inches, a little over one foot to the mile.

From the mouth of the Potato creek to the coal district no instrumental examinations have been made—but as far up as we followed the valley of the creek (to Smethport) some six or seven miles from its junction with the Allegheny, I think the average ascent of the stream would not exceed two feet to the mile.

The coal examined lies, in a direct line, about 28 miles south of Olean; but by the way of the road, following up the valleys of the Allegheny and Potato creek to Smethport, and thence by the turnpike over Bunker's Hill, it is 38 miles.

The route of the proposed improvement would be more circuitous than the road, particularly from Smethport to the coal, as the line must necessarily be carried round the eastern base of Bunker's Hill. I should think, however, the increased distance would not exceed four miles, making the whole improvement about 42 miles in length.

Seven and three-fourths miles of this work will be in the State of New York. A canal inland is proposed for six and a quarter miles of the distance which brings us to the Mill-grove Mill-pond, near the mouth of the Oswego creek. This pond is formed by the construction of a dam across the Allegheny about one mile and a half north of the Pennsylvania line, and sets the water back so as to make slackwater to the mouth of Potato creek, some twenty miles above Olean.

I am informed the United States Engineers took soundings of the pond, and found no bars on which there was less than three feet depth of water. By a small expenditure in cleaning out the bed of the river, and the construction of a towing path on its margin, it is believed the pond will afford a good slackwater navigation for the distance of 13 or 14 miles.

The canal part will pass over lands favourable for its construction. It will connect the pond with the Genesee Valley Canal at Olean, and without a lift lock for the whole distance, form an uninterrupted boat navigation to Potato creek.

From thence to the coal bed a canal or railroad may be constructed. To determine which is best or most feasible, will require an instrumental examination.

The coal and iron ore beds examined, lie on the southeasterly side of Bunker's Hill, near the source of a small stream called Mill-brook, which empties into Potato creek six miles below. Veins of coal were first discovered by the inhabitants in small ravines that put down into the creek. Excavations have since been made at several points.

I saw the coal at five places, varying from one-fourth to one mile apart. It was difficult to determine with certainty whether at all the points the coal was of different veins or not—though I am inclined to believe it was at most if not all of them. The veins vary in thickness from 10 to 17 inches of solid coal.

The most perfect opening I saw, exhibited 3 veins, alternating with slate, making together 9 feet in depth, from the top of the upper to the bottom of the lower vein; some four or five feet of which, I think will, when the drift is carried further into the hill, prove to be good coal. It is bituminous, and of a fair quality. Bog Iron Ore of an excellent quality is found in large quantities in the same region; and also lime stone. The excavations were slightly made, and consequently did not afford a very good opportunity to ascertain the extent of the coal, but from what I saw I am induced to believe it will prove sufficiently abundant to work advantage-

generally, and with the improvement in question, must eventually contribute largely to the trade and importance of the Genesee Valley Canal.

I am now engaged in preparing some 30 miles more of this canal for letting, which will be put under contract on the 14th of next month. The balance, to Mount Morris, and the side cut to Danesville, it is proposed to put under contract early in the spring. The probability is that there will be no farther delay on account of funds, and that the work will now be pushed forward, vigorously, until the whole is completed.

I am, very respectfully, yours, &c.

FREDK. C. MILLS.

CHARLES PERKINS, Esq., Rochester. N. Y.

CANAL COMMERCE.

COLLECTOR'S OFFICE, }
Cleveland, Sept. 3, 1839. }

Of property paying toll by weight there arrived at Cleveland, by way of the Canal, during the past month, 8,556,011 lbs.

During the month of August last year, there arrived 7,093,640 "

The following constitute the chief articles that arrived viz:

63,311 bushels Wheat,	
6,616 do Corn,	
1,408 do Oats,	
14,916 do Mineral Coal,	
119,251 Staves,	
11,736 barrels Flour,	
347 do Pork,	
440 do Whiskey,	
40 hhds. Tobacco,	
361 cords Wood,	

Of property paying toll by weight, there were cleared from Cleveland, by way of the Canal, during the past month, 7,980,786 lbs.

During the corresponding month last year, there were cleared, 6,130,807 "

The following are the principal articles cleared during the month, viz:

14,349 barrels Salt,	
538 do Lake Fish,	
2,597,997 pounds Merchandise,	
176,222 do Furniture,	
23,763 do Gypsum,	
253,029 Feet Lumber,	
374 M. Shingles,	

The amount of tolls collected at this office, during the past month, is \$13,832 83½

During the month of August last year, it was 15,488 36½

D. H. BEARDSLEY, Collector.

We give once more our exhibits, compiled from the Collector's statements, heretofore published. To those engaged in the produce trade, they may serve to show the business of the present, compared with that of past years.

Receipts of certain articles in August.

	1837.	1838.	1839.
Wheat, bush.	29,264	34,918	63,311
Flour, bbls.	9,772	8,046	11,756
Pork, "	4,148	993	347
Whiskey, "	2,199	751	440

Cleared of certain articles in August.

	1837.	1838.	1839.
Salt, bbls.	10,477	9,526	14,349
Gypsum, lbs.	65,198	82,669	28,763
Lake Fish, bbls.	320	581	538
Mdco. lbs.	821,119	2,508,888	2,577,991

Tolls in August.

	1837.	1838.	1839.
	\$10,189.20	\$15,488.36	\$18,833.83

Total amount of property on which toll is charged by weight, which arrived and cleared in the month of August, for three successive years.

	Arrived, lbs.	Cleared, lbs.
August, 1837,	12,096,532	4,541,667
August, 1838,	7,093,640	6,180,807
August, 1839,	8,556,011	7,980,786

Aggregate receipts of certain articles, to Sept. 1.

	1837.	1838.	1839.
Wheat, bush.	346,659	688,638	696,742
Flour, bbls.	110,230	194,473	155,828
Pork, "	39,303	30,291	29,893
Whiskey, "	8,118	6,980	3,151

Cleared in aggregate to Sep. 1.

	25,692	28,117	52,017
Salt, bbls.			
Gypsum, lbs.	888,818	1,044,308	1,014,346
Lake Fish, bbls.	4,317	6,434	7,112

The following statement may show approximately the crops of the two last years, that is the quantities which arrived here, assuming the 1st of September as the commencement of the new crop.

Wheat, bush. Flour, bbls.

From Sept. 1, 1837,		
to Sept. 1, 1838,	890,696	291,836
From Sept. 1, 1838,		
to Sept. 1, 1839,	1,236,605	214,186
Or including the flour at its equivalent of wheat, (five bushels to the barrel,) the quantities stand thus:		
Crop of 1837,	bush. 2,349,876	
" " 1838,	" 2,463,535	

Census of Ohio.—The Columbus Statesman gives the subjoined table of the census from fourteen counties of this State, for the years 1835 and 1839, by which it will be perceived that there has been a gain in them of upwards of fifteen thousand white male inhabitants over the age of twenty-one years; being an increase of a fraction over twenty-five per cent. If the remaining counties, should increase in the same ratio, there will be eighty-one thousand more white male inhabitants in the state in 1839, than there were in 1835.—*News.*

	1835.	1839.
Hamilton - - - -	10,601	14,660
Knox - - - -	3,630	5,093
Perry - - - -	3,022	3,838
Fairfield - - - -	4,924	6,194
Logan - - - -	2,075	2,689
Green - - - -	3,308	3,314
Trumbull - - - -	6,820	7,561
Franklin - - - -	4,111	5,313
Wayne - - - -	5,165	6,492
Brown - - - -	3,050	4,081
Tuscarawas - - - -	3,446	4,364
Clermont - - - -	4,235	4,485
Pickaway - - - -	3,301	3,899
Washington - - - -	2,587	3,807
	60,295	75,820
		60,295
Increase, - - -		15,525

Newfoundland.—The following is a statement of the number of Seals landed and "manufactured" at the ports of Newfoundland for the spring of the present year; it is dated June 10.

St. John's—by 98 out port vessels 150,576; do. by St. John's do. 91,749—212,319; Harbour Grace, 46,857; Carboneau, 41,019; Trinity, 33,000; Greenspond, 11,500; Brigus, 9,200; Spaniard's Bay, 6,000; King's Cove, &c. 2,580; Catalina, 5,560; Bay Roberts, 5,200; Port de Grave, 4,200; Fogo, &c. 2,000; making a total of 412,635.

Which will produce 5,168 tons of oil, imperial, the usual calculation of 80 seals to a ton.—*Nova Scotian.*

Correspondence of the Boston Times.

Worrick's Hotel, }

COHASSET, Aug. 31, 1839. }

Friend Roberts :—I have just returned from one of the most exciting scenes it can fall to the lot of man to witness. This morning as I sat at breakfast, our host came with the information that a vessel was in danger in the offing. The storm had raged furiously for the last twenty-four hours. We had been under the severity of a north-easter for forty-eight hours, and I know that from two to four o'clock this morning there was a terrible blow, for the whole house reeled and rocked beneath me; and the wind alternately howled, as if in deep agony, or hissed and whistled, as if in mockery of all earthly bounds. We rose up and made out by the glasses that the vessel was a schooner, with a deck-load of lumber, under a triple reefed foresail, with her mainsail gone, and her jib flying in ribands.

The sea was raging high and furious, and the schooner laboured in vain to make her way in toward Nantasket Beach. The wind was about north-east, and she was only able for a full half hour to hold her own; while sea and wind both set her steadily to leeward, toward those dreadful rocks and ledges which have been fatal to so many mariners. She tried hard, but in vain. At one moment she rode upon a sea in clear view, the next even her foresail was hidden in the trough of the sea; and at every moment she came nearer and nearer to the fatal rocks.

"If he does not wear ship and stand out to sea, all is lost." We prepared, and rushed down to the rocks to witness the catastrophe. But the captain had come to the same conclusion, and when we came in view of him upon the beach, he was standing out, pitching and rolling and tumbling, like a plaything that the waves were tossing from one to the other. The aspect of the weather was still unfavourable. It was low tide, and as the wind generally rises with the tide, it might be expected in two or three hours to be as bad as it had been at night. What could he do? If he kept out he might be driven to sea and swamped.—There was no harbour nigh.

Suddenly he wore ship again and stood in between the rocks. He had left Black Rock on his left, and Seal Rock on his right, in running out, and now, with a mere span of sail, and a craft labouring as if exhausted but still struggling, he had to make his way between ledges above and below water, to touch any one of which would be destruction to the vessel, and death to every soul on board.

I had watched her, by this time, with the utmost intensity, for about two hours.

Cohasset had poured down her people, among whom are some of the hardest and best sailors in the world. The beach was thronged, as if men had leaped out of the rocks; all watching coolly, but intently, the movements of the schooner. The captain dared not trust himself to sea in such a tempest, and was making for a small bit of beach, surrounded on every hand by rocks visible or sunken, as the breakers too plainly showed; and every now and then, when the great sea came rolling on, water and foam and spray flew upwards from the rocks thirty or forty feet; or if a sea struck the ill-fated vessel, she was covered and hidden mast high, with the lashed up spray of the deep sea.

She came onwards slowly, and steadily, but for the dashing force of the waves. The captain ran almost upon a rock on his starboard bow—it was his only way to escape falling upon another on the other hand—it was bravely and well done—men began to breathe more freely. It was low water, and if he should touch there is still another rocky lying dreadfully near upon which he must be dashed. Down she went, and struck—he's lost—no, a friendly sea again sends him onward, and striking and rising, like a leaping horse, she is at last thrown up upon the break, hard and fast, twisting and writhing and groaning, with the mad waves dashing high over her, and the wind howling and whistling through her useless rigging.

The flood tide began to make—the wind strengthened—the surges grew more and more furious; and those on shore, made active preparations for the safe landing of the

crew. The schooner's boats had been washed away. There was no boat on that beach (Simonds's farm Beach) that could live a moment in that surf. Away went all hands to another beach at some distance, where a whale boat was taken and carried to the place of need. But even to attempt to go out in a whale boat was deemed too dangerous, without a leading line from the schooner: Signals were made, and a plank was sent adrift, with a line made fast to it; but the line snapped, in the surge, as if it had been a cob-web—another was sent out and made fast to a bucket, but neither bucket nor rope reached the shore. The mariners were now clinging to the shrouds; and both parties became assured that all that could be done for the rescue must be done by those on shore—the crew of the schooner were helpless.

During this delay, and let any one who can imagine the anxiety of those poor wretches, with death boiling, plunging, and yawning around them, and ever rising up to cover and seize them—during this delay, many planks were dashed from the deck, in spite of their lashings, and came riding upon the seas to the shore—dashing against each other and upon the beach with such fury as to split and break them short off, as they could be cut by an axe. Some actually rode in upright in the waters, and were shivered to bits as they struck.

Captain Higgins soon found a crew for the whale boat—all the hardy seamen were ready, and among them none was more eager than a weather-beaten one-legged, but not old, tar: who threw away his wooden timber and shipped into the boat with the alacrity of a child to its pasture. The boat was launched into the surf, with all hands on board, determined to reach the schooner, with a line from the stern to be held on to, as a means of safety, by those on shore. The oarsmen strained every sinew, a high surge came yawning over the boat, as if opening its jaws to engulf her: but she eluded the danger and rose almost perpendicular over its crest of foam, while every one on shore rose involuntarily on tiptoe, by that singular sympathy which prompts us to aid in feeling, but without thought. Now the daring adventurers were hidden in the trough of the sea—again they rose over a higher sea than before. But they toiled in vain. The stern line, though fully paid out, had drifted far to leeward, and was entangled with the drift planks from the schooner. The signal was given to haul in, and the boat came back to the shore.

There was disappointment, but not dismay. The boat was again put in position, and the error of the first attempt was rectified, by coiling the line in the stern of the boat, to be paid out from thence. But the tide came in more furiously upon the flood, and no one was so anxious to try the experiment again.—Captain Higgins waited for volunteers. The question "who is going?" met with no ready response. All waited. At last, Captain Tower, an elderly retired shipmaster, spoke again, "who is going?" No answer. "Then if no one else will go, I will;" and off he threw his coat and jacket and jumped into the boat. This stirred the pride of the younger men, who immediately rushed into the boat, far more than were wanted—and the old captain was turned out. The one-legged sailor again threw off his wooden supporter, and maintained his place at the oar.

All being ready, the boat was once more launched, and at the word all hands pulled stoutly; and being unencumbered by the stern line, after a persevering struggle, they reached the anxious mariners on board. On the first return they brought away one man and a boy, and a line to aid them in going back for the rest, who came off safely the next time—in all there were five, wet, worn-out, exhausted creatures. The schooner was the Groton, Yates, of Wadoboro', Maine. She had made a harbour at Cape Ann during the storm, but drifted out about midnight, and was thus driven into the peril in the morning. She now lies, supposed to be bilged, on the beach.

Having seen all hands safe, and well cared for, I can look back with a deep feeling of satisfaction, that I have been enabled to witness the sublime yet dreadful scene; and to experience the wildness of emotions attendant upon a shipwreck—sympathy, curiosity, terror, hope, fear, strong desire to aid, and a sense of entire impotence, are all mingled in

my recollections of four hours, so that it were fruitless to attempt to analyze them. I shall not attempt it, but will leave this detail of occurrences, with only the remark, that I have seen to-day evidence of such active humanity which make me feel a warmer attachment to mankind.

Yours, &c.

RUSTICATOR.

THE WYOMING ANTHRACITE REGION.

A correspondent of the Philadelphia North American furnishes the following description of the Anthracite Coal region of the Wyoming Valley.

You wish to get the idea of the coal as it lies in the valley of Wyoming, which is one great store house of coal. Conceive of it as a great basin, formed of coal. The bottom and sides are coal. Over the bottom is the soil and the river Susquehanna. The sides extend up the mountains on each side some 6 or 800 feet. If then, you want to draw coal out of this abundance, you open a mine at the foot of the hill and go into the mountain at an ascent of about nine degrees. This will carry off all the water, and allow your loaded cars to run out of their own accord. Suppose now you have opened the mine and got to the coal. You begin to go into the mountain. The coal here is supposed, as far as can be ascertained, to lay in fine layers or veins, between each of which is a rock of hard sandstone, from four to fifty feet in thickness, and a thin layer of slate. This smooth flat rock is the roof of your mine; and as you go in it slopes, or "dips" as they call it, towards you, at an angle of from 9 to 45 degrees. The uppermost vein, and the only one which has been touched in this region, is 26 feet thick, of pure beautiful, solid coal. Every square yard makes a ton, and every acre of ground yields 43,000 tons. The next or second vein is supposed to lie about 18 feet; the third 12, the fourth 10, and the fifth 6 feet. If this estimate be founded in truth, then every acre will yield at least 110,000 tons. Suppose the valley to contain 54,000 square acres, and that the coal lies beneath it in this ratio, and suppose too, it is worth only six cents a ton as it now lies in the mine, then the mineral wealth of this valley alone, is worth at least three hundred and fifty millions of dollars! What a store house! But have they reason to think this is so? I answer they have opened mines in at least 120 different places, from which they have taken more or less, and so far the results are the same. But the coal is actually worth 50 cents a ton in the mine. It costs but 33 cents to mine it, and from that up to 50 cents at the highest. They do not mine it here, they quarry it, which gives these mines a vast superiority over most others. I will explain.

You go into the dark, small mouth, and grope your way along in the dark as well as you can. You may be in a mine just commenced, like that of the Baltimore company's at Wilkesbarre, or the mine at Carbondale under the village. Suppose the latter. You can ride in the cars as they go in, if you choose. You get into one of these smutty caverns, and the boy behind pushes you in. He tells you to "hold down your head," and every few moments you hear the same song, "hold down your head." You hold it down till your very neck aches, and you are smothering in the cold dark place, and you think you will carefully look up and see where you are. You raise your head in the dark, and *thump!* it strikes a rock, and the boy sings out "hold down your head," but the fire has been struck so as to fly out of your eye, and you have no further need of the exhortation. The most humble man could not appear more humble than you do. After riding and riding in the dark till you have got in about three quarters of a mile, you begin to hear voices and whispers and all manner of unearthly sounds. You go onward, and by and by you see little lights dancing about seeming to move of themselves, as you can see nothing else. There are little lamps stuck into the hats of the miners like cockades. But soon you see the whole region filled with white eyes! and at last the dim forms of men begin to be developed. These are the miners. They pick under the layer of coal with pickaxe till they have got somewhat under, and then going up they drill a hole and blast it with powder.—A single blast sometimes will bring off fifty and even sixty tons. From this main channel, they branch off into chambers on each side ad

libitum. At Carbondale these chambers thus excavated are about 63 acres, while the largest near Wilkesbarre as yet occupy not over three or four acres. About one sixth of the coal is left in pillars to support the roof, and even then, it sometimes falls in, to a great extent.

As you come towards the lights, in several of the mines, you seem to be in a world of diamonds and jewels. This is especially so in the Baltimore company's mines. This, as you will at once conjecture is owing to the falling of the light upon the variegated or peacock coal—much of which is inimitably beautiful. The iron found in or near the coal acted on by the water, produces this. I have never seen purer or more beautiful coal than is to be found in this valley, and the ease with which it is mined is truly wonderful.—There is no pumping, no lifting, no need of steam. The force of gravity alone carries off the water, and the coal also. A railroad of from half to two and a half miles in extent, carries the coal to the Susquehanna, where it slides into the boat and goes off to find a market. One miner gets out from four to ten tons daily.

In visiting the coal regions you will find multitudes of coal companies, each one of which supposes itself to possess some very peculiar advantages. It became a question in my mind whether this valley and this region could ever compete with other coal districts in our market. What lies above, at Carbondale, goes to New York, and is chiefly owned by capitalists in New York. There is a new company chartered here, known as "The Wyoming Coal Company," with a capital of \$400,000, and a charter running twenty years. They own 3000 acres of the finest coal lands on the east side of the river, and have a railroad nearly completed from their mines to the river, emptying into a beautiful basin at Nanticoke pool. They have been in operation but a few months, but have already opened several splendid mines.

All their mines admit of a descending railroad and passage for the water. But though they can get their coal out easily, and coal too of the first quality, yet can they get it to the market? They answer yes—and in three ways. The first is to Philadelphia. The Lehigh Railroad is now making from Wilkesbarre to White Haven, 20 miles. Then we have slack-water navigation to Mauch Chunk 26 miles, then canal to Easton 73 miles, and then Canal to New York or Philadelphia.

Coal can be delivered at Philadelphia by this route for \$4.30 a ton. The second is at Havre de Grace by way of the Susquehanna, where it can be delivered at \$4.75; this estimate includes all expense added to the value of coal at the starting point, and also 5 per cent. for wasting. The third opening will be into New York state. Over one hundred miles of the North Branch Canal is now under contract; and when this is done, this coal can be poured into the Chemung Canal, then into Seneca Lake, and then through all the south and western part of New York. They will send us salt, gypsum, butter, cheese, and flour, in return. Is it not wonderful that such an amount of pure fuel should have been laid up here for ages, and now channels be opened to bring it out in such profusion! You will remember that as you go north, they have eight or nine months of winter, and need a great amount of fuel. Hence when you read an advertisement of a farm in that quarter, the highest recommendation is that it contains sixty or one hundred acres of woodland.

But Pennsylvania can say to all within the reach of her voice, "You may cut down your wood, reserving some two acres out of an hundred for farming houses, and you may cover your land with wheat and fill it with a dense population, and we will supply you with fuel cheaper and better than you can raise it." Now we must make our own iron—we must create steam and make bridges over the Atlantic and Pacific oceans, and it must all be done by coal. Here it is. The anthracite formation begins in Wayne county near the head waters of the Lackawannock, and extends down that stream to the Susquehanna; then down the Valley of Wyoming; then, probably under the mountains till it breaks out again at Beaver Meadows, and Mauch Chunk in Northampton county; at the head waters of the Schuylkill, in Schuylkill county, and on most of the branches of the Susquehanna between Kittanning and Peters' mountains, in Dau-

phin county. Here are nearly an hundred miles in length and four or five in width, of solid coal—an amount which no arithmetician can calculate. I have no idea that the extent, the uses, or the value of this vast mineral wealth, are yet known, or even conceived. What the goodness and wisdom of God have designed to accomplish by it, is not yet known; but that these mines contain a wonderful blessing to the world, I cannot for a moment doubt.

TREATY WITH SARDINIA.

The Paris correspondent of the New York Herald writes that Mr. Niles has concluded, at Turin a treaty between the United States and Sardinia, which promises beneficial results to the commerce of this country. The writer says—

By this treaty, American shipments, such as Cotton, Tobacco, and colonial produce, which hitherto have only found their way into Italy through the circuitous routes of the English, Dutch, and French markets, can now be imported direct from our ports. Thus a cause of unavoidable expense and extra charges, to say nothing of the share of profit retained by each intermediary, will be removed; and the difference in freight alone, will suffice to create an additional consumption. For the minor ports being, by the treaty, open to our trade, supplies can be sent direct to places hitherto dependent on the Genoa market; and it is worthy of notice that these benefits are not limited to the Sardinian dominions, but will open a communication with all the neighbouring states and territories bordering on the Mediterranean.

The 14th article of the treaty is wholly new in its provisions; it secures to our products, and to those of other countries imported to the United States, the advantage of free transit from Genoa, to all countries beyond the Sardinian frontier; and further, a free transit to Genoa for the productions of those countries which are destined for the United States. Thus every obstacle is removed to an unfettered trade with Switzerland and the south of Germany; every facility is afforded for free purchase and sale, the only condition on which a mutually profitable trade can be carried on,—and the productions of their respective countries can reach their destined markets wholly untaxed.

This wise and liberal concession on the part of the Sardinian government, not only opens a new field for our industry and commercial enterprise in the interior of Europe; it has also effectually established the commercial independence of Switzerland and Southern Germany. The prohibitions, transit duties, and various embarrassments which have hitherto placed the foreign trade of those countries at the mercy of intervening powers, must now be abolished on all sides, or Genoa will exclusively enjoy the carrying trade between Switzerland, Germany and Upper Italy, and foreign nations.

A Paris broker has already given orders for the direct importations of a few cargoes of Tobacco from New Orleans to Genoa, to be carried in *transitu*, under the provisions of the treaty to countries beyond Sardinia. This is a prompt and promising result for the planters, and orders for cotton and sugar will soon follow.

Exports of Cotton Yarn and Manufactured Goods.—

The quantity of cotton yarn exported in the first six months of 1838, was 53,273,467 lbs.; and the quantity in the first six months of 1839, was 37,239,615 lbs.; decrease 16,033,852 lbs., or about *thirty* per cent. Decrease in the export to Holland, of 5,435,093 lbs.; to Naples and Sicily, of 2,086,813 lbs.; to Russia, of 2,432,438 lbs.; to India and China, of 2,154,100 lbs.; to Trieste, Venice, and Austrian ports, 924,120 lbs.; to Turkey and the Levant, 579,730 lbs. There would seem to have been a small increase (115,556 lbs.) to British North America, and a decrease to the United States of 252,759 lbs. being about *five-sixths* of the whole quantity exported thither. The stock of Cotton in Great Britain on the 28th June last, was estimated at 657,809 bags, equal to the consumption of 32½ weeks, if only 20,000 bags are consumed weekly during the year. Although the price of American cotton was nearly 2d per pound higher on the 1st of July last, than at the corresponding date of last year, the average prices of yarn are now rather below those of that period.—*Liverpool Mail*.

Cotton.—We were shown, a few days since, and now have in our office, subject to the inspection of any one, a part of a cotton stalk grown upon the plantation of Capt. Henry Crowell, of Russell county, Alabama, which surpasses any thing in the cotton line we have ever seen. The stalk, we have been informed, and we doubt not correctly, was seven feet in height.

The piece now before us, about five inches in length, has ten full grown bolls of cotton, the staple of which is much finer than any we have seen.

The bolls branch in bunches of two and three immediately from the stalk, which is almost limbless.—*Georgia Argus*.

Indigo.—Indigo is a dying drug procured from many different species of plants, belonging, according to Dr. Ure, to Tournefort's natural family of leguminous, included for the most part in the genus called *Indigofera* by Linnaeus. It constitutes the most valuable article of export and remittance from Hindostan. A very considerable quantity of indigo is also imported into Europe from America and Egypt. It is not long since the Caraca and Gustamala indigo held a much higher character, and commanded a much better price than that of India; but the improvements due to the intelligence of our planters in the East have, within these few years, enabled them to prepare an article very superior to the finest American.

The duty on Indigo imported into Great Britain, is 4d per lb.; if from British possessions 3d per lb. Imported into the United States, it is 15 per cent. *ad valorem*.

The following shows the quantity imported, exported, and retained for home consumption in the United States, for the five preceding years, ending 30th September, as per Reports of the Secretary of the Treasury made to Congress:

Years.	Imports.	Exports.	Consumption.
1834	<i>lbs.</i> 921,894	<i>lbs.</i> 647,322	<i>lbs.</i> 274,572
1835	935,675	78,308	857,367
1836	1,236,902	161,570	1,075,332
1837	837,850	252,544	585,306
1838	401,524	17,761	383,763

Maryland—Inspection of Tobacco.—The Baltimore American gives the following statement of the amount of Tobacco inspected at the State Warehouses in the city of Baltimore, from the first of January, 1839, to the first day of August instant:

Maryland,	- - -	10,270 hhds.
Ohio,	- - -	1,752
Virginia,	- - -	855
Kentucky,	- - -	401
Pennsylvania,	- - -	22
Total,		13,300

Wages of Seamen.—On Friday last, a decision was made in the United States Court for the District of Massachusetts, of considerable interest to seafaring men. The mate of the brig *Rupce* libelled the vessel for wages, at the rate of twenty-five dollars a month, for several months beyond the time specified in his first articles, in which that sum was stipulated—no stated wages having been stipulated in the two subsequent articles under which he served. At Liverpool, whither she had sailed from Boston, the vessel was condemned as unseaworthy, in consequence of injuries she sustained in a storm which she encountered after leaving the former port of Boston, and which compelled her to put back; and he sought, also, to recover three months wages as provided by the Act of Congress, for being discharged in a foreign port without his consent. The Court decided that he was entitled to the rate of wages claimed, up to the time of his discharge at Liverpool, but decreed that his claim for three months extra wages after his discharge could not be sustained, as the brig was seaworthy when she sailed on her voyage, and the discharge of the libellant at Liverpool having been occasioned by the injury done to the brig by tempestuous weather; therefore the respondents were not bound to pay the three months extra wages.

GREAT WESTERN AND BRITISH QUEEN.

We have just been favoured with the perusal of a letter from an intelligent gentleman who went out in the British Queen, and we are permitted to make the following extract:

London, Aug. 23, 1839.

By the departure of the Great Western, to-morrow, I avail myself of the earliest opportunity by steam, consequently the most expeditious one, to give you tidings of our short and extremely pleasant passage in the magnificent steam ship British Queen.

We left the dock at New York on the first of August, at 2 o'clock, P. M., the weather being remarkably fine. The breeze was in our favour, but so light that the speed of our steamer almost made a head wind of it; and, indeed, our sails were but of little avail to us until the latter part of our passage, when the wind being strong they considerably accelerated our progress.

The Great Western preceded us by about one hour, and we at first flattered ourselves that we were gaining on her, but we discovered the following day that we were not perceptibly nearer to her, and by night we were on the contrary made sensible of her superior speed under the then existing circumstances. But notwithstanding she made her passage to Bristol in twelve days and a half, and we ours in thirteen and a half to Portsmouth, I think, nevertheless, it remains doubtful whether the Queen would not have the advantage when strong (favourable) winds are prevalent.

Our passage was pleasant in the extreme, with the exception of a few days of head sea, which occasioned a little rolling of the vessel; and often whilst admiring the spacious and elegant cabin, we were led to exclaim that it was difficult for one to realize that we were at sea. The only circumstance from which I experienced inconvenience during the first few nights, was the slight jarring motion which I felt from the engines on retiring to bed, and reclining on my pillow, which, however, was hardly taken notice of by the rest of the passengers.

The engines are noble machines, and are stowed away so snugly in the room allotted to them, that unless you go to visit it, you are hardly aware of their being on board. You experience no unpleasant smell, and are not at all annoyed by the smoke from the pipe. The ship was kept as clean as any packet that I ever sailed in. The servants were numerous and attentive, and provisions of the best quality and of the greatest variety, were provided in abundance. We took out two cows and a live steer, brought from London, with a large surplus of fresh meats.

Captain Roberts is a cheerful and agreeable man, and commands his ship so ably and quietly as to surprise one. He afforded such general satisfaction to all the passengers, 112 in number, that they sent him a letter of thanks, praising him for his conduct, and for the superior accommodations provided for them; and in addition to the letter they made him a present in commemoration of the successful termination of the shortest voyage ever performed between New York and London, he having been absent only thirty-four days from the time of his departure.

I have given you some details as you requested; but after all I have said, or could say, I should not be able to do justice to the queen of steamers, and her able commander.

I subjoin the log of her homeward passage:

		Lat.	Long.	Distance.
				Miles.
Friday,	2,	40 13	70 10	178
Saturday,	3,	40 48	65 35	207
Sunday,	4,	41 06	60 35	230
Monday,	5,	41 17	55 38	230
Tuesday,	6,	41 58	51 00	220
Wednesday,	7,	43 21	46 38	224
Thursday,	8,	44 06	40 47	250
Friday,	9,	44 47	36 14	202
Saturday,	10,	45 57	30 53	237

		Lat.	Long.	Distance.
				Miles.
Sunday,	11,	47 15	25 25	238
Monday,	12,	48 32	19 15	262
Tuesday,	13,	49 20	12 38	265
Wednesday,	14,	49 34	5 36	277

Thursday, 15, arrived at Portsmouth at 8, A. M.

I ought not omit stating, that the under berths in the after cabin, which Mr. Webb unjustly named the *catacombes*, are not so unpleasant as the name would imply. The fore-cabin is also favourably spoken of by the occupants.

I regret to learn, since our arrival, that the company has increased the price of passage to *two hundred and fifty dollars* for the berths in the chief cabin, and the others in proportion.

The Race of the Steam Ships out.—We find in the London Sun the following data, furnished by a correspondent, of the progress of speed (as per log) each day of the Great Western and British Queen, after they left New York:

	Great Western.	British Queen.	Gain of G. W.	Gain of B. Q.
August 1	say* 90	say 84		
2	177	178		1
3	219	207	12	
4	251	230	21	
5	254	230	24	
6	240	220	20	
7	244	224	20	
8	253	250	3	
9	238	202	36	
10	244	237	7	
11	346	238	8	
12	250	262		12
13	221	267		14
		14th, 277		

Distance run	Great Western.	British Queen.	Gain of G. W.	Gain of B. Q.
by G. W.	2,957	3,104	151	27
		2,957	27	

Miles, 147 124 gained by G. Western, * 6 allowed for 1/4 hour start.

Total gain of Great Western, 118 miles.

Thus the total gain by the Great Western on the British Queen, in eleven days, i. e. from 2d to 13th inst., was 118 miles, or 10 miles per diem.

* The Great Western started half an hour before the British Queen.

The Great Western went out in 12 1/2 days; the British Queen in 13 1/2. They kept in sight of each other till the afternoon of the third day out, when the Great Western hid "the smoke of the Queen adieu." The British Queen, it is stated, has 150 berths engaged in England to take passage to New York.

The British Queen was at Blackwall, about four miles below London Bridge, when the Western sailed.

The Great Western.—It affords us great pleasure to announce the arrival of this favoured steam packet, although a little out of time. We need only to refer to the log published this evening for a satisfactory reason of her long passage. It is conceded by all who were on board, many of whom have crossed the Atlantic several times, that the trip of the Great Western, just completed, was more boisterous than any they ever made at this season of the year. The ship has passed in triumph a most severe ordeal, in which she shipped a sea that sprung three of the fore-cabin beams, carried away the fore cabin sky lights and companion way, and stove the large cook house or galley on the main deck.

During the height of the gale, some five or six of the seamen were driven from the wheel, all of whom were more or

less injured. One having his collar bone broken. Yet amid all the war of elements, the gallant ship rode out the gale in triumph.—*New York Com. Adv.*

THE GREAT RACE ACROSS THE ATLANTIC.

Daily comparison of the progress of the steam ships Great Western and British Queen, with extracts from the published official reports after the great race across the Atlantic, commencing at 2, P. M. August 1st, 1839, at which time the Queen was four or five miles astern of the Western.

BRITISH QUEEN.	GREAT WESTERN.
Aug. 1.	Aug. 1. Seven, P. M. tops of British Queen's paddle boxes just in sight.
Aug. 2.	Aug. 2. At noon, Br. Queen's smoke bore S. W. $\frac{3}{4}$ W. about 25 miles; gain on reported distance 15 miles.
Aug. 3.	Aug. 3. Br. Queen's smoke bore W. by N. Distance 30 or 40 miles; gain by reported distance, 20 miles.
Aug. 4. Sweet wholesome breeze, lat. 41 06, lon. 60 33. Distance run, 230 miles.	Aug. 4. At 4, P. M. lost sight of smoke; gain by reported distance, 21 miles.
Aug. 5. Ship getting lighter and more lively, smooth sea, 14 revolutions, running off cheerily, lat. 41 17, lon. 55 39. Run 230 miles.	Aug. 5. Gain by reported distance, 24 miles. Lat. 42 28. Lon. 54 32.
Aug. 6. Queen dancing merrily over the seas, lat. 41 58, lon. 53 00. Distance run, 220 miles.	Aug. 6. Gain by distance reported, 57 miles. Lat. 44 40. Lon. 49 40.
Aug. 7. The Queen leaped over the billows with infinite grace, lat. 43 21, lon. 46 38. Dist. run, 224 miles.	Aug. 7. Gain by distance reported, 20 miles. Lat. 46 35. Lon. 44 32.
Aug. 8. Charming morning; going ahead with all imaginable dignity, lat. 44 06, lon. 40 47. Distance run, 224 miles.	Aug. 8. Gain by distance reported, 29 miles. Lat. 48 26. Lon. 38 56.
Aug. 9. Engines on this day an incomparable mass of machinery, work with great ease and exactitude, lat. 44 43, lon. 36 14. Distance run, 202 miles.	Aug. 9. Gain by distance reported, 51 miles. Lat. 49 55. Lon. 33 20.
Aug. 10. Mild and cheerful morning, gentle breezes—Queen dancing over the waves light as a fox, lat. 45 57, lon. 30 53. Distance run, 257 miles.	Aug. 10. Gain by reported distance, 7 miles. Lat. 51 11. Lon. 27 15.
Aug. 11. Running with noiseless rapidity, engines running at a tremendous rate. The Queen careers over the mighty waters in all the plenitude of majesty; lat. 47 15, lon. 25 25. Distance run, 238 miles.	Aug. 11. Gain by reported distance, 8 miles. Lat. 51 30. Lon. 20 42.
Aug. 12. Going with incontestable steadiness, lat. 48 32, lon. 19 15. Distance run, 262 miles.	Aug. 12. By published lat. and lon. equal distance run. Lat. 51 35. Lon. 14 3.
Aug. 13. The Queen, as she approaches her dominions, and quickens her step, always solicitous to show her subjects she is mistress of the seas; lat. 49 30, lon. 12 28. Distance run, 265 miles.	Aug. 13. By difference of lat. and lon. distance run in favour of the Great Western. Lat. 51 5. Lon. 7 22.

BRITISH QUEEN.

Aug. 14. Light tortoise shell clouds, lat. 49 34, lon. 5 26. Distance run, 277 miles. Thirteen days and nineteen hours to Portsmouth.

GREAT WESTERN.

Aug. 14. Great Western anchored in Kingsroad at 5 30, A. M. after running 190 miles, and against a whole ebb from Lundy, and thereby going 18 miles more, or 212 miles in 17 hours and a half, or nearly 12 knots per hour.

The difference in time of starting and arriving, allowing half an hour for the Great Western's start before the Queen was 27 hours. The reported speed of the Queen for the last day's run was at the rate of $11\frac{1}{4}$ knots per hour. The difference of longitude between Spithead and Kingsroad is $11\frac{1}{4}$ degrees, or 57 miles (in time five hours.) The total gain of the Western has consequently been 22 hours in time; or, according to the Queen's rate of going, ($11\frac{1}{4}$ knots per hour) 253 nautical miles. The Great Western was at sea 297 hours; her gain, therefore, on the Queen, has been very nearly 6-7ths of a nautical mile per hour.

Mirage.—The London Nautical Magazine and Naval Chronicle for June, contains an article respecting some extraordinary forms of the Mirage, by Wm. Kelly, M. D. In surveying the river St. Lawrence in June, 1832, he saw three images of objects distinctly marked, and afterward frequently saw treble images in the estuary and gulf. On one occasion, to the naked eye the hull of a ship seemed raised to an enormous height, and the sails very small; the telescope showed three distinct images. Of the two lower, the second was inverted, and its rigging and sails intimately mingled with those of the first upright one. The third image was erect, with its hull resting on the inverted hull of the second. The space between the hulls of the first and second image being occupied by a confused mingle of masts, sails, and rigging, gave to the whole the appearance of one immensely raised hull, as already stated. By the help of the telescope, they were afterwards enabled to detect five distinct images, though the whole gave to the naked eye the impression of only one almost shapeless mass.

On the 14th of September, 1835, off Metz, several vessels, with all sail set, at one moment looked like an immense black chest, no sails or masts being visible. On observing her for a time, the black body seemed to separate horizontally into two parts; and two sets of mingled sails occupied the intervening spaces, with one set of very small sails above. The figures afterwards became more distinct, and three images were clearly discerned.

Another vessel changed also from the form of a great square flat-topped chest to five distinct images, the upper with the sails erect, and the two lower double images with their sails rather confusedly intermingled. In a third case, the chest-like figure divided into two portions, of which one appeared much nearer than the other, the sea seeming to be interposed.

This appearance afterwards occurred in other ships. "When we first saw it," says Dr. Kelly, "we thought there really were two hulls." "When I first noticed the extraordinary appearances," he continues, "I was not aware of the advantage of employing a telescope for the examination of objects at inconsiderable distances."

Death of Governor Clarke, of Kentucky.—The Lexington Observer of August 28, says: "We regret to announce that Governor JAMES CLARKE died at his residence at the seat of Government, Frankfort, on yesterday morning, at 7 o'clock.

The duties of the Executive for the unexpired term for which Governor Clarke was elected, a little upwards of one year, will devolve upon Lieutenant Governor, Charles A. Wickliffe."

Early Snow.—A friend has just informed us, that snow fell in considerable quantity on Friday, the 16th of this month, in the vicinity of Abbottstown, Adams county.—*Hanover (Pa.) Herald.*

From the London Bankers' Circular of July 26.

THE "DEAD WEIGHT."

The affairs of the "Dead Weight," and the terms on which that portion of it held by the Bank was sold to that corporation, are so little known to the public at large, that we gladly insert the following communication, which throws valuable light upon the subject.

To the Editor of the Bankers' Circular.

SIR.—I have for several years past been so little accustomed to take notice of public matters, that it has been with difficulty I could reconcile myself to address you on the present occasion; but your reference to the "Dead Weight" affair in your last circular has revived all the indignation I manifested towards that transaction at the time it was entered into in 1823.

The annals of financiering present a vast variety of features of affected ingenuity—deceptiveness and fraud would perhaps be the more appropriate terms; but take one or the other, and it will be difficult to find a transaction more strongly marked with those characteristics than the so called "Dead Weight" transaction between the directors of the Bank of England on one side, and the British Government, with Mr. F. J. Robinson since created Earl of Ripon, as its Finance Minister on the other.

The transaction had its origin in a pretension put forth by Mr Nicholas Vansittart, since created Lord Bexley, the kindred predecessor of Lord Ripon as Finance Minister of England. The pretension was, I believe, submitted to Mr. Vansittart by a logarithmic result finder, and it proposed to spread or equalize the payment of the military and naval half-pay and pensions, then amounting to about £4,600,000 per annum, over the estimated period of their probable duration, which was put down at forty-five years. The terms proposed by the Government were, that if any party would undertake to pay the military and naval half-pay and pensions then amounting, as above stated, to about £4,600,000 per annum, subject to the benefit of the progressive decrement of the incipients and probable extinction in forty-five years, the Government would pay the fixed sum of £2,800,000 per annum through the whole of that period. The scheme in this form hung out for some time, when it was announced that the Bank had "taken a part of it." A part of what? is the question. The transaction previously referred to between the Bank and the Government, designated the "Dead Weight" has as little to do with the military and naval half-pay and pensions as have the transactions of the Emperor of China's household, or any other transaction far remote. What then, it may be asked, was the nature and purport of the transaction? I will tell you, and you will find it a tale worth reviving, and fit for your readers to ponder over, digest, and understand, not exactly for its own sake, but as it may suffice to show the collusive and deceptive nature of our finance and monetary systems, and the direful consequences in which they threaten to involve the country. The transaction in question resolved itself into this: The Government received of the Bank a certain sum of money equivalent to the rate of about £74 for every £100 of 3 per cent. stock, whereby they were enabled to re-purchase the same stock in the following year at £94 : 3 : 6. —This was the average rate at which the Commissioners of the Sinking Fund purchased £3,627,225 of 3 per cent. stock in that year, viz. 1824, the year immediately following their "Dead Weight" engagement being entered into, rating 3 per cent. equal to only 74; and that too at a time when the bank had, on the average, an unappropriated balance of the public money of £9,864,732 in 1823, and of £9,913,094 in 1824. The particulars of the transaction were these: The Bank agreed to pay in sixteen irregular instalments between the 4th of April, 1823, and the 6th July, 1828, a period of five years, certain sums amounting in the aggregate to £13,089,419, in consideration of receiving of the government £585,740 per annum in half yearly payments for forty-four years, the first payment payable on the 1st of October, 1823; and thus while the Bank was paying its instalments it received no less than £2,928,700 in half yearly payments of the annuity, leaving the net money advanced by the bank only £10,160,719 that is without interest; but taking

the value of the money with its accruing interest into account during the period of the instalments being paid, it was equivalent at the average rate of interest on 3 per cent. stock during the same period, to £14,698,844, and the half yearly payments during the same period to £3,514,833, leaving the sum applicable to the purposes of the Government on the 5th July, 1828, £11,184,011, equivalent to a 3 per cent. capital according to the average rate of that year of £13,139,616, or an annuity of £394,188.

Such was the result of the transaction on the 5th July, 1828, when the annuity of £585,740 for the remainder of its term was, according to the average rate of stock of that year computed at compound interest, equivalent to £47,228,216, while that of the perpetual annuity on the accumulated amount which the Government has received of the Bank was only equal to £31,783,378, being a difference of £15,444,838, while the accumulated sum amounted only to £11,184,011, making the actual money disadvantage to the public by that act of the Government alone, no less than £4,260,827."

The late Gale—Gallant Conduct.

We learn from the Newburn Spectator that 14 vessels were driven ashore at the bar near that place, during the late gale. The crews of three of these vessels were saved by the extraordinary and unaided efforts of one man, whose conduct on the occasion is beyond all praise. The Spectator thus notices his noble and generous acts:

"We cannot close our brief notice of the events of the gale without paying a well merited tribute of admiration and applause to Mr. Amasa Styron, for his noble daring in behalf of his suffering fellow-citizens. During the latter part of the late gale, and at a time when others stood aloof from the perilous undertaking, Mr. S. put off *alone*, in an open pilot boat, and succeeded in saving the lives of three crews who were in imminent danger.

The first vessel he approached,—the Thomas Winn—was sunk, and in so exposed a situation, that he could not get alongside; the gallant Styron anchored his boat at a short distance from the wreck, plunged into the boiling surge, swam to the vessel, obtained a "line," and again swam to his boat! The line having been made fast to the boat, the crew of the wreck warped her alongside, got on board, and were rescued from a watery grave.

The intrepid Styron next succeeded in boarding the Alabama, and taking off her exhausted and exposed crew, whom he landed on Portsmouth.

With a perseverance which does him everlasting honor, the dauntless Styron again put to sea in his boat, determined to save the crew of the William Gray, or perish in the attempt. Her situation was so exposed,—the breakers making an entire breach over her—that he could not approach nearer than about twenty yards of her, to leeward, where he anchored. He leaped among the breakers, encouraged the crew to throw their baggage overboard and accompany it, assuring them that,—the boat being to leeward,—all would be saved. After some hesitation they complied, reached the boat, and were saved.

At this time a strong ebb tide prevented their return to Portsmouth. Mr. Styron landed them, through the breakers, on the Sea ward side of dry Shoal point, where all remained till the flood tide made, when they launched the boat, re-passed the breakers, and reached Portsmouth about 11 o'clock at night, almost exhausted with fatigue and exposure.

The Philadelphia Navy Yard.—The ship carpenters have been actively engaged at our Navy Yard for some time. Among the vessels now in progress, we may mention a steam frigate, the keel of which is laid. Her length is 206 feet, her stern and stem posts are nearly ready for raising, and a number of her floors are also ready. Also, a sloop of war, rating 16 guns. She will be launched in the course of the present month. The U.S. schooner Enterprise has been repaired or refitted and is now getting provisioned for a cruise. The U. S. schooner Experiment is being fitted out for a receiving ship. There is also a large vessel of war under the sheds, the greater part of the work of which is completed.

COMMERCE OF MAINE FROM 1820 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn'ta paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1820	1,082,568	25,463	1,108,031	. . . .	402,994	24,963	67,274 22
1821	993,923	46,925	1,040,848	980,294	363,846	43,229	60,835 03
1822	1,013,873	22,769	1,036,642	943,775	347,516	35,979	60,860 84
1823	865,046	30,455	895,501	891,644	356,956	37,394	63,440 39
1824	870,871	29,324	900,195	768,443	354,095	27,004	71,318 19
1825	964,664	66,463	1,031,127	1,169,940	446,800	57,277	80,468 64
1826	1,001,875	50,700	1,052,575	1,245,235	384,637	22,831	86,555 64
1827	1,033,035	37,099	1,070,134	1,333,390	402,842	29,979	84,347 86
1828	1,003,842	15,875	1,019,517	1,246,809	449,178	32,413	98,749 41
1829	729,106	8,726	737,832	742,781	367,215	23,556	84,319 75
1830	643,435	27,087	670,522	572,666	342,260	12,323	70,585 47
1831	799,748	5,825	805,573	941,407	346,647	15,499	69,753 55
1832	907,286	74,157	981,443	1,123,326	359,486	21,906	84,486 55
1833	989,187	30,644	1,019,831	1,380,308	336,381	19,613	88,118 32
1834	815,277	18,890	834,167	1,060,121	244,518	8,794	105,443 49
1835	1,044,951	14,416	1,059,367	883,389	239,730	1,386	101,912 93
1836	836,074	14,912	850,986	930,086	172,154	678	118,605 68*
1837	947,276	8,676	955,952	801,404	. . . .	. . . .	90,750 04*
1838	915,076	20,456	935,532	899,142	. . . .	. . . .	96,382 76*

Maine became a state in 1820. Prior to that year its commercial statistics are embraced in the Table of Massachusetts published on page 76.

COMMERCE OF ALABAMA FROM 1818 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn'ta paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1818	84,764	12,093	96,857	. . . .	23,395	. . . .	. . . .
1819	50,456	450	50,906	. . . .	7,233	. . . .	. . . .
1820	96,636	. . . .	96,636	. . . .	15,579	. . . .	2,538 87
1821	108,960	. . . .	108,960	. . . .	16,398	385	1,088 68
1822	209,748	. . . .	209,748	36,421	38,073	. . . .	619 60
1823	200,387	. . . .	200,387	125,770	34,416	169	140 68
1824	457,725	3,002	460,727	91,604	44,710	236	829 62
1825	691,897	738	692,635	113,411	57,075	232	821 57
1826	1,518,701	8,411	1,527,112	179,554	60,265	6,992	1,494 18
1827	1,330,770	45,594	1,376,364	201,909	101,112	55	1,462 37
1828	1,174,737	7,822	1,182,559	171,909	93,172	13,364	3,526 07
1829	1,679,385	14,573	1,693,958	233,720	133,552	3,950	4,625 20
1830	2,291,825	3,129	2,294,954	144,823	90,732	2,560	1,585 79
1831	2,412,862	1,032	2,413,894	224,435	86,083	999	2,137 56
1832	2,733,554	2,833	2,736,387	107,787	57,166	414	2,330 83
1833	4,522,221	5,740	4,527,961	265,918	46,940	510	1,920 21
1834	5,664,047	6,750	5,670,797	395,361	57,493	1,053	4,180 61
1835	7,572,128	2,564	7,574,692	525,955	92,865	. . . .	4,556 34
1836	11,183,788	378	11,184,166	651,618	138,840	913	1,741 16*
1837	9,652,910	18,491	9,671,401	609,385	. . . .	. . . .	2,723 69*
1838	9,688,049	195	9,688,244	524,548	. . . .	. . . .	8,203 22*

This state receives its supplies of foreign goods principally from the northern states; which will account for the small amount of foreign imports by sea. It became a state in 1820, having formed a part of Mississippi territory previously to 1817, when it became a territorial government.

* Ending 30th of September.

Burning of the Great Western of the Lakes.

The Steamboat Great Western of Huron, the largest and one of the best boats upon the Lakes, was burned at the wharf in Detroit on Sunday evening, the 1st inst. She had just arrived from Chicago, and was making a stop at Detroit of two or three hours, when she was discovered to be on fire. Before any thing could be done to arrest the flames, they had spread over the boat, scarcely giving those on board time to get on shore. No lives were lost. Many of the passengers lost their baggage; and we understand that the books, papers and money in the Captain's office were lost.* The fire engines did not reach the wharf in time to save any portion of the boats upper works; it is said, however that the hull will be saved, as well as the engine. The fire caught from the boiler furnaces.

The Great Western was built for the upper Lake trade: she was nearly 800 tons burthen, and had great room as well as burthen for freight, and accommodation for about 300 cabin passengers, in her cabins and state rooms. Her cost is said to have been from \$80,000 to \$100,000. She was not insured, though some stockholders had effected insurances on their shares.

Capt. Augustine Walker, who built and commanded the Great Western, has before built at least six boats; the Sheldon Thompson in 1825, the Lady Washington, a large and splendid boat built in 1833 and wrecked on her second trip, the United States and the Columbus, which as well as the Sheldon Thompson, have been successful and profitable boats; the Vermillion, built last year, and the Great Western which was new in May, now burnt.

Every one who knows the difficulties which Capt. Walker has contended with, and the energy and perseverance which he has exhibited, will deeply regret a calamity which falls thus heavily upon him. We trust he may be enabled to rebuild the Great Western, and to command, next season, the best boat in the United States.

A friend has permitted us to copy the following extract of a letter from a highly respectable citizen. The letter is dated

Detroit Monday morning, 6 o'clock.

"Last Sunday morning at 5 o'clock, the steamboat Great Western made her appearance from the Upper Lakes. She came in under full head of steam, rounded to in beautiful style, and advertised to leave for Buffalo at 8 o'clock. About $\frac{1}{2}$ past 6 o'clock an alarm of fire was heard on board, and in less than half an hour she was in a complete blaze. Every exertion was used to extinguish the flames, but to no purpose. I have just come from on board. A good part of her machinery may be used again; but I judge from present appearance the hull will not be worth much, the whole interior just now presents the appearance of a bed of charcoal.

The alarm was so sudden, and the fire spread with such rapidity, that scarcely any thing was saved. Even passengers had not time to save all their baggage. It is said the fire commenced under the fire beds, and some of the passengers say it was on fire during the forenoon."

Sickness in Pennsylvania.—The Mount Pleasant Register, published in Westmoreland county, Pa. states that the cholera morbus and dysentery have recently prevailed with peculiar malignity, in South Huntingdon township, of that county. In some cases, the disease had run its course to a fatal termination in a few hours after the first attack. In one family in South Huntingdon—that of Mr. Joseph Hopler—the visitation of dysentery was especially severe and fatal. The mother and five children were carried off by that disease, and four of them died on the same day.

* This was our first information. We have since heard that the books, &c. in the Captain's office were saved.

TREASURY DEPARTMENT,

SEPTEMBER 2, 1839.

Amount issued under the provision of the act of October 12, 1837, viz. \$10,000,000 00

Of that issue there has been redeemed 9,670,960 95

Leaving outstanding, \$329,039 05

In lieu of these redeemed, there has been issued under act of 21st May, 1838, 5,709,810 01

Of that issue there has been redeemed, 5,177,287 34

Leaving of that issue outstanding, 532,522 60

Aggregate of the first and second issues outstanding, 861,561 65

The issue under the provisions of the act of the 2d of March, 1839, amounts to 3,857,276 21

Of that issue there has been redeemed, 198,900 3,658,376 21

Making the aggregate of all outstanding, \$4,519,937 86

LEVI WOODBURY,
Secretary of the Treasury.

OFFICIAL.—Notice to Claimants under the Neapolitan Indemnity.—Treasury Department, August 22.

Notice is hereby given, that the sixth instalment of the Neapolitan Indemnity, amounting, as is now computed, to \$220,416 47, will be paid to the claimants on application to the Bank of America, at New York, on or after the 5th day of September next, and at such other places as that bank may designate.

LEVI WOODBURY,
Secretary of the Treasury.

Quicksilver.—A mine of this valuable metal has been discovered on the north side of the Blue Mountains in Pennsylvania. The article is said to be of excellent quality.

After two or three months travel, this article has come back to us, in the "summary of one of our exchanges." We will therefore take a half hitch on it and hold it fast, as it has since proved to be a hoax; the quicksilver was found, but not a mine of it—some unfortunate surveyor had broken his instrument while stooping to drink at a spring, and the scattered mercury gave origin to the report which at first deceived us.—*Miners' Journal.*

As we aided to give currency to the above article by its insertion on page 35, the foregoing explanation is now published. At the time, we had some hesitation about inserting it, and did not so without consulting a mineralogist as to the probability of the existence of the mineral there; moreover, the editor asserted that he had seen the quicksilver, and that it was of good quality; of course we concluded he had ascertained the facts of the case.

Coach Wheels.—It is surprising that the attention of inventors has not before been directed to the improvement of wheels.—We saw at the Fair, a pair invented by Mr. E. Foller, of Hartford, Connecticut, truly an original production; he calls them "suspension wheels." The hubs are of cast iron—the spokes small rods of round rolled iron—the rim strap iron formed to look like the common felloe rim. Its form gives to it great strength—is light and elastic, and is connected with the hubb by the small iron rods, having screws and nuts on their ends. The rim can be adjusted at any time to a true circle. The cost and weight will be about the same as the common wheels, and the durability as the difference between iron and wood.—*N. Y. Star.*

UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, SEPTEMBER 25, 1839. No. 14.

THE TROUBLES IN CHINA.

English papers by the Great Western bring us the particulars of the exciting occurrences which took place at Canton near the end of March and the beginning of April,—the general facts having been made known by a previous arrival. Our readers are aware of the immense importations of opium into China which have been made of late years, chiefly by English vessels, and of the long continued, but heretofore unsuccessful efforts of the Chinese government to prevent its importation and use. So inefficient had been its measures for the suppression of the traffic, that the foreign residents at Canton regarded the prohibition as a nullity, and introduced the drug as freely as ever, though not altogether so openly. When we say the foreign residents, we of course do not include them all,—for it is well known that quite a number of them have long opposed the traffic as of an immoral tendency, and used their best endeavours to discountenance it. Most prominent among these are some of our own countrymen. But their efforts proved almost entirely unavailing,—the temptation of large profits being, in too many cases, paramount to all other considerations. It is a truth, we believe, that for some years past, opium has committed greater ravages upon health, morals, property, and lives, in China, than ardent spirits have in this country or England. A perception of these enormous evils at length roused His Celestial Majesty to a fixed determination to stop the importation at every hazard; for he found that no internal police regulations, nor even the penalty of death, could prevent the use of the article, if once within the reach of his subjects. He therefore commissioned one of his high officers, Lin by name to proceed to Canton and take the affair under his special cognizance, clothing him with powers adequate to any emergency. That the nature of the embassy might be understood and appreciated, Lin was furnished with an Imperial seal, which is said to invest its keeper for the time being with all the despotic authority of the Emperor himself, and which, on account of the enormous power it conveys, has been only twice or three times entrusted to high officers of state. It is probable, says the Canton Press, that he stands deeply pledged to the Imperial Government for his success, and that failure in his mission would involve him in disgrace and punishment. It is therefore not to be doubted that he will exert himself to the utmost to attain his object, nor can for the present any expectation be entertained but that the opium trade will be speedily suppressed altogether. The course of measures adopted by Lin, fully justifies this remark. What those measures, or some of them, are, will be seen in the sequel. The British Superintendent, Elliot, and the foreign residents generally, appear to have become convinced that the opium trade could no longer be carried on, as well they might be when they found themselves surrounded by innumerable police officers and soldiers, and were assured that they could only regain their liberty by a surrender of every chest of opium in their keeping, or on board of any of the foreign ships. Thus compelled by necessity, the surrender was recommended by the British Superintendent, and commanded so far as British subjects were concerned, with an assurance that they should be indemnified by the government,—which assurance may, or may not, prove to have been made with sufficient authority.—Every British paper, however, which has spoken on the subject, so far as we have had opportunity to observe, has taken ground decidedly against the indemnifi-

cation. The amount of opium given up to the Chinese government was no less than 20,233 chests, valued at £3,000,000 sterling, or near \$15,000,000! This includes the opium belonging to the subjects or citizens of other nations than Great Britain, and we presume they made clean work. Both in a commercial and moral point of view, the event is of great importance, and we therefore need offer no apology for the space occupied by the subject in our columns to-day. The next arrival from Canton will be awaited with much interest. The dates received in England were to the 15th of April; though we find no *extracts* later than those subjoined. The foreign residents appear to have been still in confinement at the date above mentioned.—*N. Y. Journal of Commerce.*

Since the commissioner's arrival several seizures and of suspected persons have been made in China street, and Hog lane, and a great many of such as fear to be implicated have fled; but what most interests the foreign community are the steps he has taken since his arrival towards the Hong merchants and foreigners themselves. The former have repeatedly been called before him, and examined as to the nature of their intercourse with the latter; in His Excellency's presence they were kept kneeling all the time the examination was being carried on. The linguists also were called before His Excellency, and on Sunday last, even the Compradores of many of the foreign houses, who were questioned on the nature of the business transacted by their masters, and it is said that they gave satisfactory information, and were graciously dismissed with a present of two taels in silver each.

On Monday last at length appeared two documents; one addressed to the Hong merchants, and the other to foreigners, which we published in an extra on Wednesday, the 21st inst. In these documents His Excellency upbraids the Hong merchants for having suffered, in disobedience to Imperial mandates, the importation of opium into Whampoa, and for having connived at and facilitated the transaction of business in the drug; for having allowed foreigners too much familiarity in their intercourse, for being too subservient to them, for disregard of proprieties in the prosecution of wealth, for giving information to foreigners on what passes in the government offices: for allowing the exportation of silver, &c.: and finally threatens death to one or two of them, if within three days foreigners do not give up all the opium now outside. In his commands to foreigners, His Excellency first expatiates upon the great favours showered upon them by the Emperor to be permitted to trade, since without rhubarb and tea they are unable to live, and then states that, as the strictest watch is kept in all the provinces against the introduction of opium, it will be only the ruin of foreigners to keep it still on board of their vessels in the offings; that he therefore orders foreigners to deliver up to this government every chest of opium, that it may be burnt, and that by such act of obedience they may deserve the Imperial reward. They are moreover to give a bond that vessels hereafter will not bring opium, but that if they should be discovered smuggling it, the foreigners will be content to suffer the loss of their goods and the extreme penalty of the law. His Excellency further informs foreigners, that the indignation of the whole population is roused against them, and that in proceeding to possess himself of their persons, should they continue refractory, it will not even be necessary to call out the military, but that the able bodied of the nation (a kind of militia, or *pease comitatus*, or perhaps special constables) will be quite sufficient for that purpose.

His Excellency moreover informs them that he is perfectly aware of the names of such among the foreigners as have dealt in opium, and of others that have not, and if these latter will come forward and point out their depraved countrymen, they are promised a liberal reward. The same term of three days is also given to foreigners in which they are to present an address to His Excellency in reply to his edict.

In consequence of the receipt of these edicts, great excitement prevailed among the foreign community, and the Hong merchants increased this by the danger threatening them seeming more immediate. They all assembled in Consouo on Tuesday night last, and requested to be met there by a number of the most influential of the foreign merchants, whom they intreated, as they had any regard for their (the Hong merchants) lives, that they would lose no time in giving a reply to His Excellency. Any longer delay, they said, would cause two of them to be executed on the day following. Harassed as these poor Hong merchants have been, first with the different rumours that preceded the commissioner's arrival, next with his threats and their frequent attendance upon the commissioner, they appear to have considered their situation as really very dangerous, and to have feared that the Yum-chuy would carry his threats against them into effect. It is impossible to say whether these were meant to be acted upon, but on the following day (Thursday) a general meeting of the members of the Chamber of Commerce was held, at which a committee was appointed to take into consideration the Yum-chuy's edict, and report upon it at the earliest opportunity to the Chamber, and a deputation to the Hong merchants to acquaint that body with the result. These, after this communication had been made to them, all went into the city, to deliver it to the commissioner, and returned to the factories at about 10 o'clock at night, stating that the answer from the Chamber had appeared by no means satisfactory to the commissioner, and that if some opium were not immediately given up, not only their own lives would be forfeited, but those of foreigners generally would be in imminent danger. In the meanwhile all communication with the coast, and even Whampoa had been cut off; numerous Mandarin boats being stationed in the river to prevent any foreigners leaving Canton, and the trade had also been stopped. No cargo was allowed to leave, and grandchops for such vessels as had completed their cargoes were refused. All foreigners were therefore virtually prisoners here, and completely in the power of the Chinese government, and their lives and property at their mercy. Under these circumstances, after the return of the Hong merchants at 10 o'clock at night, another meeting was held at the Chamber of Commerce, the result of which was, after a good deal of discussion, and after the Hong merchants had solemnly and individually declared that if about a thousand chests of opium were not given up immediately, they would most certainly be executed, to offer to deliver up 1,377 chests of opium to the government to be destroyed—this of course under protest that the coercive measures of the Chinese government and the consideration of the danger in which the Hong merchants were, forced them to this abandonment of property. With this resolution from the foreign merchants the Hong merchants, early in the morning yesterday returned into the city, where they saw the Viceroy only: and though as yet (Saturday morning) they have not made any official communication of what result that interview has been, it is understood that it was by no means satisfactory, and that the quantity offered was by the Viceroy declared to be insufficient. No direct answer has been received from the commissioner, but we hear that demands for the delivery of an additional quantity were made last night.

Matters remain in this uncertain state this morning. Nothing has been heard from the commissioner since Thursday night, but it is evident that the government is taking every precaution to support their pretensions by force if necessary. No intercourse, even with Whampoa, is permitted; boats are allowed to come up to Canton, but cannot return thither; the river in front of the factories is filled with Mandarin boats and other craft containing troops; we hear of a number of soldiers having been called into the city, and to be ready for service in a moment's warning, and yesterday morning a detachment of soldiers landed in front of the factories and

marched into the city. Yesterday in the afternoon a message was sent purporting to be from the Imperial Commissioner, inviting Mr. Dent, to go to the city gate to meet him there. Mr. Dent, we understand, expressed to the Hong merchants his willingness to meet His Excellency at the city gate, provided His Excellency would furnish him with a safe conduct under his own seal, and provided he were not detained above twenty-four hours. The Hong merchants, after many attempts to change this resolve, were at last obliged to report it to the authorities, and afterwards again late at night, urged Mr. Dent to promise to go, representing that his refusal would place their lives in imminent danger. This morning early the Kwang-chow-foo and several other officers assembled at the Consouo, attended by all the Hong merchants, two of whom (Howqua and Howqua) had a chain hung round their necks, and three others were said to be imprisoned in the city, and they again proceeded to Mr. Dent's house, to urge him to meet the commissioner, assuring him that if he did not comply with this summons, two of them were to be executed immediately. The answer being the same as before, the Hong merchants asked for a meeting to be called at the chamber of Commerce, and there, at about 1 o'clock, met the foreign community, and Howqua again represented that yesterday's refusal of Mr. Dent to comply with the summons had already subjected them to the loss of their buttons, and to the degrading punishment of the chain; that the commissioner was determined to see Mr. Dent, and if they (the Hong merchants) could not prevail on him to go, on this very day, two of them would most infallibly lose their lives. Mr. Leslie answered on behalf of Mr. Dent, that if a safe conduct under the seal of the commissioner were given to Mr. Dent, he would immediately go, but on no account willingly without it. Howqua then addressed the Chamber, asking it as a body to express an opinion, as to whether they thought Mr. Dent's conduct just and reasonable, in refusing to go and see the Yum-chuy, whence he was certain to return unharmed, thereby exposing the merchants to degradation and even to the loss of their lives. The Chamber answered that it was without their province as a body to judge Mr. Dent's conduct, but if the Howqua wished it, the opinion of every one present individually would be taken. This the Hong merchants refused, and then requested that Mr. Dent be asked to attend at the Chamber, but being told that under the circumstances in which that gentleman now found himself he was resolved not to leave his house on any plea, Howqua proposed that those present at the meeting should proceed with them to Mr. Dent's house to obtain a definitive answer to give to the officers then waiting for it at the Consouo-house. The meeting accordingly proceeded to Mr. Dent's, who again expressed his willingness to go, but only under the safe conduct from the commissioner; and the opinion of those present being taken, and they were the majority of foreign residents, was unanimous that without such guarantee it was unadvisable for Mr. Dent to go. This safe conduct the Kwang-chow-foo declared in the Consouo-house it was impossible to obtain, as they dared not even ask the commissioner for it, but the Kwang-chow-foo gave the assurance that there was no intention whatever to keep Mr. Dent a prisoner, or to maltreat him; and being pressed on this subject, he most solemnly avowed this to be his own conviction, but that he could of course not answer for what the commissioner would do. Messages were frequently sent from the Consouo-house, but Mr. Dent adhering to his original purpose, the same answer continued to be returned, until at length, at about 3 o'clock, the deputy Kwang-chow-foo, the Namboyune, and another officer, went to Mr. Dent's, and there stated that they had the most positive commands that Mr. Dent must on that day see the Yum-chuy, and his not going would bring disgrace on them. Mr. Thom, who interpreted for Mr. Dent, then informed these officers, that it being the unanimous opinion of the foreign community that Mr. Dent should not go without the safe conduct, no other answer could be returned. The officers appeared very anxious to gain their end, and even entreated Mr. Dent's compliance, and seeing all their efforts fail, they declared that they would not leave the house except with Mr. Dent, protesting all the while that no evil whatever should befall Mr. Dent, and the Deputy Kwang-chow-foo even assured him

that he would himself escort Mr. Dent back that same evening. The answer returned to that being still the same, they at last proposed, that, as their efforts were unavailing, Mr. Dent's partner (Mr. Inglis) should go to the Consue-house to take this answer to the Kwang-chow-foo. This was accordingly done, and it being there represented to this gentleman that it would be desirable that he should state Mr. Dent's resolve to some high officers then waiting in the city, he accompanied by Mr. Thom, Slade and Fearon, went there, and they were received by the judge, the treasurer, the salt commissioner, and grain inspector—the four highest officers of the province, with the exception of the governor and deputy-governor. The questions asked had reference exclusively to Mr. Dent's refusal to go without the safe conduct, and they solemnly declared that no evil was intended to Mr. Dent; that the commissioner only required some information from him. After a stay of about two hours, the gentlemen were allowed to depart, escorted by a number of police, and Mr. Thom was presented with two pieces of silk and two jars of wine as a mark of favour. At night the tops of the houses and the entrances of the foreign Hong were guarded by a great number of Hong Coolies to prevent Mr. Dent's escape, the merchants being held responsible for his presence in Canton. In this position affairs remain this night (Saturday) for though the Hong merchants have again, at midnight, urged their request that Mr. Dent should go, nothing has happened materially to affect the question. The refusal of Mr. Dent to go without a safe conduct from the Yum-chuy himself, and its approval by the foreign residents, are caused by the treatment Mr. Flint suffered, who being invited to visit the Viceroy in the year 1759, was sent to prison to Cass branca, and kept there three years.

From the Canton Press, March 30.

We have considered it to be the best plan to give the occurrences of the week in the shape of a journal, confining ourselves mostly to facts. It will be seen that our paper, instead of being issued on Saturday, has been delayed two days, caused principally by the absence of our coolies.

Sunday, 24th March.—This day passed off quietly, owing, it is thought, to the knowledge the Chinese have of the respect paid by Europeans to the Sunday. The following proclamations were received from Macao:

"CIRCULAR TO HER BRITANNIC MAJESTY'S SUBJECTS."

"The Chief Superintendent of the trade of British subjects in China having received information that Her Majesty's subjects are detained against their will in Canton, and having other urgent reasons for the withdrawal of all confidence in the just and moderate disposition of the Provincial Government, has now to request that all ships of Her Majesty's subjects at the outer anchorages, should proceed forthwith to Hong-Kong, and, hoisting their national colours, be prepared to resist every act of aggression upon the part of the Chinese Government. In the absence of Captain Blake, of Her Majesty's sloop *Larne*, Captain Parry, of the *Hercules*, will make the necessary dispositions for putting the ships in a posture of defence, and in the absence of Captain Parry, that duty will devolve on Captain Wallace, of the *Mermaid*; and the Chief Superintendent, in Her Majesty's name, requires all British subjects to whom these presents may come, to respect the authority of the persons charged with the duty of providing for the protection of British lives and property.

CHARLES ELLIOT,
Chief Superintendent of the Trade of British
Subjects in China.

Macao, March 22, 1839."

Until 6 o'clock in the evening nothing had transpired concerning the measures the Yumchase was likely to take in consequence of Mr. Dent's refusal to go into the city; a little after 6, Captain Elliot arrived in a four-oared boat belonging to the *Larne* at the company's garden. Captain Elliot had preceded in the *Souza* cutter as far as Howqua's Fort, though some ineffectual attempts had been made to stop his progress. From Howqua's Fort he proceeded in the *Larne's*

boat, and no opposition was made, although several Mandarin boats followed him, watching his motions. Captain Elliot's arrival was immediately generally known; the English flag was hoisted, and Captain Elliot, accompanied by a great number of the foreign residents, proceeded without loss of time to Mr. Dent, to take that gentleman under his protection, and walked with him to the hall of the Superintendent, where he still remains. On Captain Elliot's arrival in the hall, where every one of the foreigners present in Canton had assembled, he read to the meeting the following proclamation:

PUBLIC NOTICE TO BRITISH SUBJECTS. L. S.
"MACAO, March 23, 1839.

The considerations that have moved the undersigned to give public notice to all Her Majesty's subjects, that he is without confidence in the justice and moderation of the Provincial Government, are—

The dangerous, unprecedented, and unexplained circumstance of a public execution before the factories at Canton, to the imminent hazard of life and property, and total disregard of the honour and dignity of his own and the other western governments, whose flags were recently flying in that square; the unusual assemblage of troops, vessels of war, fire-ships, and other menacing preparations; the communication by the command of the Provincial Government, that in the present posture of affairs the foreigners were no longer to seek for passports to leave Canton, (according to the genius of our own countries, and the principles of reason, if not an act of declared war, at least its immediate and inevitable preliminary) and lastly, the threatening language of the High Commissioner, and Provincial authorities, of the most general application, and dark and violent character.

Holding it, therefore, impossible to maintain continued peaceful intercourse with safety, honour, or advantage, till definite and satisfactory explanations have passed on all these particulars, both as respects the past and future, the undersigned has now to give further notice that he shall forthwith demand passports for all such of Her Majesty's subjects as may think fit to proceed outside, within the space of ten days from the date that his application reaches the Government; such date hereafter to be made known.

And he has to counsel and enjoin all Her Majesty's subjects in urgent terms to make immediate preparations for moving their property on board the ships *Reliance*, *Orwell*, and *George IV.*, or other British vessels at Whampoa, to be conveyed to Macao; forwarding him, without delay, a sealed declaration, and list of all actual claims against Chinese subjects, together with an estimate of all loss or damage to be suffered by reason of these proceedings of the Chinese Government.

And he has further to give notice, that the Portuguese Government of this settlement has already pledged itself to afford Her Majesty's subjects resident here, every protection in its power, so long as they shall be pursuing no course of traffic within the limits of the settlement at variance with the laws of this empire. And he has most especially to warn Her Majesty's subjects that such strong measures as it is necessary to adopt on the part of Her Majesty's Government, without further notice than the present, cannot be prejudiced by their continued residence in Canton beyond the period now fixed, upon their own responsibility, or without further guarantees from the undersigned.

And he has further to give notice, that if the passports shall be refused for more than three days from the date that this application shall reach the Provincial Government, he will be driven to the conclusion that it is his purpose to detain all Her Majesty's subjects as hostages; and to endeavour to intimidate them into unsuitable concession and terms by the restraint of their persons, or by violence upon their lives, or by death of native merchants in immediate connexion with them, both by ties of friendship and of interest, or by the like treatment of their native servants.

The undersigned, in conclusion, most respectfully submits these observations to the attention of all the foreigners in China. And the respective Governments, closely united by a community of feeling and interests, not only in their own

quarter of the globe, but most especially in this peculiar country, he feels that he is performing an act of duty in offering them every humble assistance in his power on this and all similar occasions, when they may be of opinion that he can be useful to them.

Given under my hand and seal of office at Macao, this 23d day of March, 1839.

CHARLES ELLIOT.

Chief Superintendent of the Trade of British Subjects in India."

This was received by loud and hearty cheers, and every one seemed glad of Captain Elliot's arrival, and to think that affairs were likely now to take a better turn, particularly as that officer's presence served as a rallying point, which had hitherto been wanting.

Howqua took Captain Elliot's letter from the Viceroy, and up to a late hour this night no answer has been received. Immediately after Captain Elliot's arrival, notice was given to all native servants to quit, and they accordingly left the Hong without loss of time. The mob which had collected in front, attracted by the news of Captain Elliot's presence, was dispersed by a strong police force which had been partly on the spot all day, but was now reinforced, and every thing was soon reduced to perfect order and quiet. The river near the factories was cleared of all the boats usually there, and in lieu of them three rows of boats filled with police and soldiers stationed there completely hemmed us in, and rendered escape altogether impossible. The streets leading into the square from the town were blocked up, and no natives allowed to remain or to go into any of the foreign factories. The strongest guard was, of course, before the company's hall to prevent Mr. Dent's escape, and the men on duty there, coolies belonging to the Hong merchants, were armed with pikes and shields, which they held ready for use whenever the door of the English hong was opened to admit people or allow them to go out.

Monday.—This day has passed over very quietly; the Chinese have completed their police regulations, and not a Chinese is to be seen in front of our houses down to the river, except such as are on duty. Howqua and other Hong merchants are repeatedly going to see the Superintendent, but nothing has transpired.

Tuesday.—Every thing quiet in the morning, the guard near the houses has been reinforced and the coolies are busy building sheds to live under. The Hong merchants came several times, and at about 1 o'clock brought two chops, said to be from the Viceroy. Their nature not known, but it was said that things were going on favourably. This evening the pleasure boats were removed from in front of the British hong, and carried to the middle of the square. The Hong merchants, in setting the watch of their coolies for the night, gave strict directions that they should be watchful, and not sleep at their posts, as they had been seen to do by the mandarins on a previous night, for which they had been reproved. The night passed over very quietly, and it is said that Lin had incognito himself inspected the preparations. The following proclamation was this day issued, a translation of which was kindly handed us by Mr. Fearon:—

PUBLIC NOTICE TO BRITISH SUBJECTS.

I, Charles Elliot, chief superintendent of the trade of British subjects in China, presently forcibly detained by the provincial government, together with all the merchants of my own and other foreign nations settled here, without supplies of food, deprived of our society, and cut off from all intercourse with our respective countries (notwithstanding my official demand to be set at liberty, so that I might act without restraint), have now received the commands of the high commissioner issued directly to me under the seals of the honourable officers, to deliver over into his hands all the opium held by the people of my country.

Now I, the said chief superintendent, thus constrained by paramount motive affecting the safety of the lives and liberties of all the foreigners here present in Canton, and by other very weighty causes, do hereby, in the name and on behalf of Her Britannic Majesty's government, enjoin and require that all Her Britannic Majesty's subjects now present in Canton

do forthwith make a surrender to me, for the service of Her said majesty's Government, to be delivered over to the Government of China, of all the opium under their respective control: and to hold the British ships and vessels engaged in the trade of opium subject to my immediate direction: And to forward to me without delay a sealed list of all the British owned opium in their respective possessions. And I, the said Chief Superintendent, do now, in the most full and unreserved manner, hold myself responsible for, and on the behalf of Her Britannic Majesty's Government to all and each of Her Majesty's subjects surrendering the said British owned opium into my hands, to be delivered over to the Chinese government. And I, the said Chief Superintendent, do further specially caution all Her Majesty's subjects here present in Canton, owners of or charged with the management of opium, the property of British subjects, that failing the surrender of the said opium into my hands at or before 6 o'clock this day, I the said Chief Superintendent, hereby declare Her Majesty's Government wholly free of all manner of responsibility or liability in respect of the said British owned opium.

And it is specially to be understood that the proof of British property and value of all British opium surrendered to me agreeably to this notice shall be determined upon principles and in a manner hereafter to be defined by Her Majesty's Government.

Given under my hand and seal of office at Canton, in China, this 27th day of March, 1839, at 6 o'clock in the morning.

CHARLES ELLIOT.

Chief Superintendent of the trade of British subjects in China.

(True copy.) L. S. EDWARD ELMSLIE
Secretary and Treasurer to the Superintendent.

We believe that every British subject has complied with the requisition, and merchants of other nations have also made over to the British Superintendent whatever opium they held on account of British subjects. The quantity of opium thus offered to him amounts to 20,283 chests. Nothing worth noticing passed during the day—the servants are still away, but any one that likes may go and buy provisions; the Chinese, therefore, have no wish now to starve us into compliance, though on Monday last Chinese were not allowed to sell any thing to foreigners. The guard of coolies mustered as strong this night as before, and having since yesterday built up their sheds, they proceed with more regularity. In the square there are five partitions in the shed, each containing about 50 men from their respective hong, the names of which are written on their lanterns and caps. They relieve each other in parolling, two hong parties being continually moving. At night the square presents a very picturesque appearance, all the men carrying lanterns, and the different sheds being profusely illuminated, as well as the watch boats on the river.

Thursday, March 28, 8 A. M.—Nothing has yet transpired as to his Excellency's intentions with regard to the opium. This morning a chop was received from the Kwang-chow-so, which is as follows:

PROCLAMATION TO THE FOREIGNERS OF ALL NATIONS.

Chow, Kwang-Chow Foo, &c., proclaims to the Hong merchants for their full information.

The following official communication has been received from Lin, the Imperial Commissioner, &c., dated the 13th day of the 2d month.

The foreigners of all nations have presented the petition. "The foreign merchants of all nations in Canton have received, with profound respect, the edict of his Excellency, the Imperial Commissioner, and now beg leave respectfully to address his Excellency, having already communicated through the Hong merchants, their intention of doing so with the least possible delay.

"They beg to present that being now made fully aware of the imperial commands for the entire abolition of the traffic in opium, the undersigned foreign merchants hereby pledge themselves not to deal in opium, nor to attempt to introduce it into the Chinese empire.

"Having now recorded their solemn pledge, they have only

further respectfully to state to his Excellency that as individual foreign merchants they do not possess the power of controlling such extensive and important matters as those treated of in his Excellency's edict; and they trust his Excellency will approve of leaving a final settlement to be arranged through the representatives of their respective nations.

"Canton, March 25, 1839."

This coming before me, the commissioner, it appears, by the petition, that in obedience to my commands, they dared no longer to traffic in opium. Their reverential obedience is thus manifested. They also earnestly entreat, that as my will involved such important and heavy results, I will direct the superintendents and consuls of their several nations to manage the business.

Now as respects the delivering up of the opium, the superintendent Elliot has this day handed up a duly prepared petition to deliver up the opium; and I, the commissioner, in due course commanded that the most minute particulars be examined into and handed up in the form of a clear and distinct report, when we must wait till I fix a day for receiving the opium. This is on record. As respects Elliot, therefore, there is no occasion for my again issuing my instruction; but the consuls must forthwith clearly petition as to who they are, and their names and surnames, so as to enable me to act accordingly, and issue an edict immediately, for their instruction.

This edict is now issued to the Kwang-Chow-Foo for his information and obedience. Let him forthwith send a reply with instructions to the hong merchants to transmit it to the foreigners of all nations for their information and obedience, and report the same a special edict.

On receipt of this, I, uniting the circumstances, issue this edict. On receipt of it let the said foreign merchants, in obedience thereto, forthwith state in a clear petition the names and surnames of the consuls. Do not oppose. A special edict.

March 27, 1839.

The back doors were blocked up on Saturday last, and admission into the back streets is permitted only through old China street; all the other streets are blocked up, and a watch set to guard over them. Dr. Parker has hitherto been permitted to go to his hospital, but this day he was refused admittance into Hog lane. The Chinese outside seem to be very anxious for the result, they having been dependent for their living on the foreign trade. In the evening of this day Captain Elliot issued the following notice to Her Britannic Majesty's subjects:—

"NOTICE.

"I, Charles Elliot, chief superintendent of the trade of British subjects in China, do require any British subject or subjects, in the name of Her Britannic Majesty's Government, who may have opium within his or their factory, to acknowledge the same to him in person within the space of two hours from this date.

"CHARLES ELLIOT, Chief Superintendent.

"Canton 6 P. M. March 28, 1839."

It appears as if the Chinese relax in their very great vigilance, and coolies have been ordered by the Hong merchants to bring water; a great quantity of pigs, sheep, and poultry were brought to the Consol house this morning, and it is said they will be made a present of by the Yum-chuy to the foreign resident, probably as a set-off for the opium given up. The petroles of coolies went their round as regularly as before.

A letter from the Yum-chuy was received this morning, addressed to the French, American, and Dutch Consuls, in which he requires them to give between them a quantity of opium similar to that offered by the British superintendent. Strict orders were given this evening to bring the pleasure boats on shore; they were accordingly, amidst tremendous noise, brought from the river, and all deposited in the middle of the square, where they now are, many of them broken to pieces through the careless manner of landing them. One wherry was taken out of the Old Company's long room, and added to those in the square. Howqua and Mowqua frequently called on Captain Elliot during the day, and at all times remained several hours with him.

Saturday, March 30.—This morning we hear that no one is allowed to go down China street to market; this new vexatious prohibition is caused, they say, by some foreigners going to the Consol-house last night, when the Kwang-chou-foo and other officers were assembled there, and the Kwang-chou-foo is reported to have said, that when they wanted any foreigners to come to them, they did not go, but came when not required; that therefore they should no longer be permitted to go in the back streets. Another reason for this prohibition may be the desire to force us to accept of the Yum-chuy's present of poultry, pigs, &c., which we stated were brought to the Consol-house on Thursday night; these were offered to foreigners in the morning of yesterday, but refused, we believe, without exception. During the day, some Parsee servants were allowed, with a passport, to go to market. Another cause of this great strictness may have been the Nam-ho-yune's intended visit to the front of the factories, which took place at about 2 o'clock in the afternoon. He came, accompanied by several other Mandarins, and walked over the square up the British Hong, looked down the passage which divides the Company's garden from the house, and walked away again. The impression seems to be general this day that things are far from being settled; this is, however, merely guessed at, nothing having transpired as to the nature of Captain Elliot's negotiations with the authorities. We omitted to mention that two buckets of spring water were carried to each house yesterday by order of the Hong merchants.

Sunday, March 31.—Provisions, such as fowls, eggs, mutton, and vegetables, were offered this morning by the linguists in all the houses, but by many refused, unless payment were taken for them, while the Chinese insisted upon giving them as a present. A long document containing the Yum-chuy's correspondence, was posted this afternoon on the walls of the Company's garden, which, for want of space and time, we must defer giving until our next. Foreigners were informed this day that since they were averse to receiving provisions gratis, the linguists would in future supply them with them for payment.

Monday, the 1st of April.—This morning another part of the correspondence between the Commissioner and Captain Elliot, and the American and Dutch Consuls, was published in the square. Its purport is briefly to the following effect: The Commissioner says that Captain Elliot proposes that Mr. Johnston should go down to Hong Kong to be present at the delivery of the opium—this, His Excellency says, is not necessary—why not make each British subject give an order for opium, such as they were in the habit of giving to the opium dealers. This Captain Elliot should endorse, and then give to His Excellency, who would then send down for it, without Mr. Johnston's presence being necessary. If, says His Excellency, Captain Elliot has power sufficient to obtain the making over to him all the opium belonging to British subjects, he surely may also have that of ordering such documents to be made out. To Mr. Snow, the American Consul, His Excellency says, that he cannot understand the reason why, as he, the Consul, has informed him, his countrymen should have delivered into Captain Elliot's keeping some 1,500 chests of opium, rather than to him; he says there must be some double dealing there. (The opium here spoken of is declared to be British property, and as such was, by the consignees, given over to Captain Elliot.) The Dutch Consul, Mr. Van Basel, His Excellency says, in answer to a letter from him, that though he nor his countrymen have any opium, yet that he cannot, for the sake of allowing one vessel to depart, permit the whole of his plans to be deranged. He recommends to the Dutch Consul to influence his neighbours to give over all traffic in opium.

We ought to have mentioned before, that in consequence of a letter from Mr. King, the Commissioner sent him a gracious answer, which was ordered to be stuck upon Mr. King's door, in which it is said that though His Excellency is aware of Mr. King's having abstained from the opium trade, yet he cannot allow his servants yet to return, as such concession would interfere with his plans. He, however, recommends Mr. King to disseminate his maxims among his neighbours.

PUBLIC NOTICE TO BRITISH SUBJECTS.

The undersigned has now to announce, that arrangements have been made for the delivery of the opium lately surrendered to him for Her Majesty's service, by which his Excellency, the High Commissioner, has stipulated that the servants shall be restored after one-fourth of the whole be delivered, the passage boats be permitted to run after one-half be delivered, the trade opened after three-fourths be delivered, and every thing to proceed as usual after the whole be delivered, (the signification of which last expression the undersigned does not understand.)

Breach of faith (and his Excellency, not unnaturally, is pleased to suppose that breach of faith may be possible,) is to be visited after three days of loose performance of engagements, with the cutting off of supplies of fresh water; after three days more, with the stoppage of food; and after three days more, with the last degree of severity on the undersigned himself.

He passes by these grave forms of speech without comment.

But with the papers actually before him, and all the circumstances in hand, he is satisfied that the effectual liberation of the Queen's subjects, and all the other foreigners in Canton, depends upon the promptitude with which this arrangement is completed.

The maintenance of the national character, and the validity of the claim for indemnity, depend upon that scrupulousness of fidelity with which he is well assured his countrymen will enable him to fulfil his public obligations to this Government.

As soon as the whole opium surrendered to him be delivered over to the Chinese officers, it will be the duty of the undersigned to communicate with his countrymen again.

But it is a present relief to him to express to the whole foreign community his admiration for the patience and kindly feeling which have uniformly distinguished this community throughout these trying circumstances.

And he offers his own countrymen his grateful thanks for their confidence in his sincerest efforts to lead them safely out of their actual strait.

The ultimate satisfactory solution of the remaining difficulties need give no man an anxious thought.

APALACHICOLA.

Arrivals at the port of Apalachicola, during the years ending 1st July, - - -				
	1837.	1838.	1839.	
Ships, - - -	28	25	29	
Brigs, - - -	67	73	38	
Schooners, - -	126	93	114	
Sloops, - - -	6	8	16	
Total, - - -	227	199	197	

Of the above, there were from foreign ports :

	1837.	1838.	1839.	
Ships, - - -	4	6	9	
Brigs, - - -	1	6	3	
Schooners, - -	14	10	13	
Sloops, - - -	00	00	1	
Total, - - -	19	22	26	

Courier.

From the North American.

RESOURCES OF PENNSYLVANIA.

There are four great sources of wealth which this State has within herself, three of which will be permanent. I refer to her coal, her iron, her agriculture and her lumber. The last cannot, from the very nature of things be permanent. But her minerals are inexhaustible, and promise to do for her and for this country what nothing else could do. There are three great fields of coal in Pennsylvania east of the Alleghenies, the northern, middle, and southern. Each of these is about 65 miles long and about 5 miles wide. They are hedged in and covered up with mountains; and yet these mountains are broken up and divided by rivers which form natural open-

ings for the coal to be carried out. In one of these coal fields there are no less than six of these breaks. The natural outlet or market for the field, is to New York city, and up into New York State. That of the middle is through the great canal from Mauch Chunk to Easton, and thence to New York or Philadelphia, and that of the south down the Schuylkill river, and also down the Susquehanna to the Chesapeake Bay. This last great outlet is, indeed, common to them all. These three great coal fields are each divided again into several mining districts. The southern, for example, has five of these districts. Look a moment at one of these—that with which we are most acquainted at Philadelphia, the Schuylkill district. The mines are worked by two companies, and by individual enterprise. What are they doing in this district? They have made rail roads, of which 45 miles are under ground, 199 miles at a cost of \$3,429,180 They employ 831 canal boats, which with horses,

cost	984,375
Large wagons 1725,	1,9,000
Collieries 129,	258,000
Steam engines 10,	150,000
Acres of coal land 60,000, at \$60 per acre	3,500,000
Houses for miners, wharves, &c., &c.	2,500,000

\$10,360,555

This is only the capital employed in one district out of five, in one of the three great coal beds. I have no data as to the rest, but probably they at the present time require no less capital.

In 1837, Pennsylvania sent 854,751 tons of Anthracite coal to market, not including what went from the north division, which must have been a very great amount, since 50,000 tons went from Wyoming valley. It is thought that at least *one million* of tons will be brought to market this year. But this is nothing compared with what we shall do. Look at England. Her coal is eighteen hundred feet below the surface of the earth. As late as the thirteenth century, coal was prohibited by royal proclamation, from being burned in London, because it was a public nuisance! Now, the quantity used in that city annually, is not less than 2,500,000 tons for fuel, and 230,000 tons for gas. Great Britain yearly consumes and exports 30,000,000 tons; of this 615,255 tons goes to foreign countries, and 40,000 tons to the United States.

Look at the influence which coal is to have on our manufacturing interests.

IRON.—Coal was first used in England for smelting iron in 1740. At that time England smelted only 17,000 tons of pig iron in 59 furnaces. In 1837, she made *one million of tons*; she employed 200,000 men in making pig iron, and 360,000 in manufacturing it into hardware and cutlery at a cost of \$109,332,23. In the United States we made in 1831, 191,536 tons of pig iron in 239 furnaces, and this year we shall probably make 250,000 tons, of which 100,000 tons will be made in Pennsylvania. But there are two furnaces in Wales which make as much as all this State, and there are a thousand tons made there every day in the year, by means of coal. In a former letter I stated what is the result of the experiment at Farrandville in using bituminous coal. It succeeds to admiration. But it is found by George Crane, in England, that he can use anthracite coal to still greater advantage in smelting iron. They are now trying it at Pottsville, and it is said it will succeed. I trust and believe it will. It is almost universally used by the smiths of Pennsylvania. I am told it is a fact,—and an astounding one it is, that at this hour, we have orders in England, which they cannot answer this season, for rail road iron to the amount of \$20,000,000! This ought not to be so. There is no reason why we should not make this twenty millions of dollars circulate among our own people. We have every facility, but we have not yet begun to use our coal in making iron, and till we do, we cannot pretend to compete with England.

WOOL AND COTTON.—England early excelled in the manufacture of woollen goods. But in 1700 she manufactured only to the amount of £8,000,000. In 1831 it amounted to £21,000,000, and employed 350,000 persons in the manufactory. She did nothing in the way of manufacturing

cotton previous to using coal for such purposes. Even twenty years after coal was applied to machinery, the whole amount of her cotton manufacturing amounted only to £200,000. In 1832 it employed 7,000,000 lbs. raw cotton; 800,000 spinners and weavers at a cost of £18,000,000; 100,000 machine makers at a cost of £3,000,000; profits, coal and wear £6,000,000, making an aggregate of £34,000,000 or \$152,222,222 employed in the cotton manufactures in England, and coal is the moving power. Take that away and all this would sink away and be gone! What is it not yet to accomplish in this department?

I may here state that the English, by the use of coal, annually manufacture *carthenware* so as to use 500,000 tons; of this \$1,134,374 worth are exported into the United States. This estimate is for 1831. It is now too small.

AGRICULTURE.—It is hardly possible to estimate the influence of coal upon agriculture. A peep into the sea-girt Isle will show this. What commons have they enclosed,—what marshes drained, what improvement in cattle and dairies, in sowing and planting! There are in England about 34,000,000 of acres. Deduct 3,000,000 for cities and roads. They then occupy 3,000,000 for wheat; 3,000,000 for oats and beans, and 3,000,000 in barley, making 9,000,000 of acres under the highest possible cultivation. Now see what a population has sprung up. In 1700 England had but 5,500,000 inhabitants. Now, though she has planted colonies and filled the earth and the ocean with her people, she has at least 20,000,000. The increase is almost wholly confined to the coal regions.

SHIPPING.—In 1751 the shipping of England amounted only to 607,000 tons. In 1834 it amounted to 25,055 vessels, 2,716,000 tons, and employed 168,061 men. No less than 1600 ships are employed in the New Castle coal business! In 1835 England had 527 vessels propelled by steam, in which coal was the fuel. A fact in regard to Philadelphia. By examining the list of arrivals at Philadelphia, it is found that no more vessels arrive from foreign trade than did in 1773. There has been no increase for the last 50 years. But in 1787 the number of *coasting* vessels was only 39; in 1838, it was *ten thousand eight hundred and sixty-eight*!

Just recollect that anthracite coal is pronounced by the agent of the Great Western to be the best fuel of steam ships on the Atlantic, that the oceans are to be travelled, and all our manufacturing done hereafter by coal; that our iron is to be made; our whole country warmed in winter by coal; that we are to cut down our forests and fill our lands with inhabitants, and you will see something of the amount of coal needed. Where shall we get it? Here is the giant Pennsylvania, all her bowels west of the Alleghanies, equal to one-third of her whole territory, filled with bituminous coal; with three great inexhaustible regions of anthracite east of these mountains, with openings to every vein of coal, here she is saying to the whole country, "I lie in your very centre—I can reach any and every part of the Union—I have within me that which will manufacture all your cotton, which will fill the ocean with ships, which will send you through a continent in a few hours, which will turn your mountains into iron, which will fill the land with industrious inhabitants; come to me, and I will supply you all; God has made me the repository of untold wealth and blessings, and I will bestow it with a liberal hand, and a grateful heart." CIVIS.

Commerce of Boston.—There arrived at the port of Boston during the month of August 606 vessels, coastwise and from foreign ports. There cleared from the same port, in the same time, 448 vessels.

A guide book through Mount Auburn has been published in Boston with wood cuts and statistics. The first cost of the land was \$9,766 89—with improvements \$34,107 57. The number of lots sold up to the close of the year was six hundred and thirty-four. There is a fund of \$11,910 79 invested, the proceeds of which are applied to the decoration of the grounds.

Moses Dillon, an early pioneer of the west, died at his residence in Muskingum county, Ohio, on the 17th inst., aged 92. Mr. Dillon erected the first iron furnace west of the mountains. He belonged to the religious Society of Friends.

ANNUAL STATEMENT Of the City Bank of New-Orleans.

DR.

Capital of the two Branches under discount	\$400,000 00
Notes and Bills discounted,	\$1,388,607 31
Loans on pledge of Stock,	194,150 00
Loans on Mortgage,	629,154 05
Bills of Exchange,	39,713 63
Bills Receivable,	141,568 02
	2,593,193 01
Bonds of the Second Municipality,	35,200 00
Bank Estate, (including old Banking-House)	141,137 76
Real Estate,	19,585 88
	160,723 64
Branch at Baton Rouge, Exchange Account,	27,307 91
Branch at Natchitoches, Exchange Account,	96,168 39
	123,476 30
Bills Discount under Protest,	66,848 61
Protest Account,	106 70
Suspense Account,	13,149 21
Amount due by distant Banks,	8,143 18
Amount due by local Banks,	50,811 18
Reid, Irving & Co., London, £1,448 1s 0d	5,073 05
Palmera, Mackillop, Dent and Co., London,	656 11s 1d
	2,224 87
Edward Carew and securities,	4,269 75
CASH, viz :—Notes of other Banks on hand,	72,725 00
Specie on hand,	212,059 65
	284,784 65
	\$3,548,004 15

CR.

Capital Stock,	\$2,000,000 00
Bills Payable,	15,700 00
Reserved Fund,	208,580 12
Post Notes payable in New-Orleans,	500 00
Individual Depositors,	541,961 50
Notes in Circulation,	485,050 00
Treasurer Second Municipality,	3,225 04
Amount due to distant Banks,	169,160 76
Amount due to local Banks,	24,737 73
Dividends unpaid,	\$19,389 00
Dividend No. 12, declared this day,	80,000 00
	99,089 00
	\$3,548,004 15

CITY BANK, NEW-ORLEANS, SEPT. 2, 1839.

R. J. PALFREY, CASHIER.

Rare Animal.—The brig Virginia Trader, Capt Bray, now lying at the lower side of Chestnut street wharf, has brought out from Porto Cabello and Laguayra, two **ANT EATERS**, remarkable animals of the bear species, with noses as long as an elephant's proboscis. There are also on board, two Cockatoos, land birds with mandibles nearly as long as the whole of the creatures besides.

Snow on the 29th of August.—We learn from a gentleman who was at the Catskill Mountain House on Friday night last, that snow fell at that place in sufficient quantities to keep the ground completely covered for several minutes.—*N. Y. Sun.*

STATEMENT

Showing the number and class of vessels built, and the tonnage thereof, in each state and territory of the United States, for the year ending the 30th of September, 1838.

DISTRICTS.	Class of vessels.				Total number of vessels built.	Total tonnage.	
	Ships.	Brigs.	Schooners.	Sloopboats.		Tns. 95ths	
<i>Maine.</i>							
Passamaquoddy, -	1	1	-	-	2	416	23
Machias, -	-	1	5	-	6	788	30
Frenchman's Bay -	-	5	13	-	18	1,725	88
Penobscot -	-	-	7	-	7	812	04
Belfast -	-	1	4	10	15	2,268	04
Waldoborough -	5	11	21	-	37	6,310	02
Wiscasset -	-	1	2	7	10	1,092	69
Bath -	-	7	8	4	19	5,516	07
Portland -	-	3	9	7	19	3,317	49
Saco -	-	1	-	-	1	617	02
Kennebunk -	-	2	1	4	7	1,468	13
York -	-	-	-	-	-	-	-
Total -	21	42	78	2	144	24,332	06
<i>New Hampshire.</i>							
Portsmouth -	5	1	3	-	9	3,286	16
Total -	5	1	3	-	9	3,286	16
<i>Massachusetts.</i>							
Newburyport -	4	2	12	-	18	2,744	25
Ipswich -	-	-	23	-	23	1,252	45
Gloucester, -	-	-	15	-	15	685	40
Salem -	1	-	-	-	1	212	31
Marblehead -	-	-	4	-	4	243	63
Boston -	10	6	15	4	35	7,460	10
Plymouth -	2	2	16	-	20	2,766	93
Dighton -	-	-	7	-	7	621	90
New Bedford -	1	-	4	-	5	734	74
Barnstable -	-	-	35	-	35	1,778	26
Edgartown -	-	-	-	-	-	-	-
Nantucket -	3	-	-	-	3	1,047	66
Total -	21	10	131	4	167	19,547	88
<i>Rhode Is'and.</i>							
Providence -	1	-	3	1	5	1,298	78
Bristol -	1	-	1	-	2	458	77
Newport -	-	1	2	-	3	350	40
Total -	2	1	6	1	10	2,108	05
<i>Connecticut.</i>							
Middletown -	1	-	11	6	18	2,105	80
New London -	-	2	3	12	17	1,339	41
New Haven -	-	-	2	4	6	335	06
Fairfield -	-	-	-	-	-	-	-
Total -	1	2	16	22	41	3,780	32
<i>New York.</i>							
Sackett's Harbour -	-	-	-	-	-	-	-
Oswego -	-	-	-	-	-	-	-
Genesee -	-	-	-	-	-	-	-
Oswegatchie -	-	-	3	5	8	453	66
Sag Harbour -	-	-	-	-	-	-	-
Buffalo creek -	-	-	-	-	-	-	-
New York -	7	8	28	55	105	14,228	76
Cape Vincent -	-	-	-	-	-	-	-
Total -	7	8	31	60	113	14,682	47
<i>New Jersey.</i>							
Perth Amboy -	-	-	6	6	12	854	08
Bridgeton -	-	-	13	6	19	1,648	19
Camden -	-	-	1	7	8	414	75
Newark -	-	-	8	-	8	815	63
Burlington -	-	-	1	1	2	650	12
Great Egg Harbour -	-	-	20	3	23	2,264	87
Little Egg Harbour -	-	-	4	-	4	409	22
Total -	-	-	52	33	85	7,057	01
<i>Pennsylvania.</i>							
Philadelphia -	4	4	5	13	26	3,566	84
Presque Isle -	-	1	-	1	2	184	82
Pittsburg -	-	-	-	28	28	4,654	39
Total -	4	5	5	14	30	8,406	15
<i>Delaware.</i>							
Wilmington -	-	-	11	3	14	1,255	51
Total -	-	-	11	3	14	1,255	51
<i>Maryland.</i>							
Baltimore -	4	8	39	4	55	10,457	41
Oxford -	-	-	42	-	42	2,368	94
Vienna -	-	-	24	-	24	1,429	69
Snowhill -	-	-	27	-	27	1,060	22
Annapolis -	-	-	5	-	5	147	56
St. Mary's -	-	-	-	-	-	-	-
Total -	4	8	137	4	153	16,463	92
<i>District of Columbia.</i>							
Georgetown -	-	-	1	1	2	200	16
Alexandria -	-	-	-	-	-	-	-
Total -	-	-	1	1	2	200	16

DISTRICTS.	Class of vessels.				Total number of vessels built.	Total tonnage.
	Ships.	Brigs.	Schooners.	Sloops.		
						Tons. 95ths.
<i>Virginia.</i>						
Norfolk - - -	-	-	1	-	1	24 25
Petersburg - - -	-	-	-	-	-	-
Richmond - - -	-	-	-	-	-	-
Yorktown - - -	-	-	-	-	-	-
East River - - -	-	1	3	-	4	330 36
Tappahannock - - -	-	-	3	-	3	124 70
Yeomico - - -	-	-	7	-	7	346 41
Folly Landing - - -	-	-	2	-	2	59 25
Cherrystone - - -	-	-	-	-	-	-
Total - - -	-	1	16	-	17	885 06
<i>Ohio.</i>						
Cuyahoga - - -	-	-	1	1	4	6 1,892 07
Sandusky - - -	-	-	2	-	1	3 356 64
Cincinnati - - -	-	-	-	-	9	9 1,456 42
Miami - - -	-	-	-	-	2	2 495 71
Total - - -	-	-	3	1	16	20 4,200 79
<i>North Carolina.</i>						
Wilmington - - -	-	1	1	-	3	5 848 93
Newbern - - -	-	-	1	-	1	22 22
Washington - - -	-	-	2	1	3	109 92
Edenton - - -	-	-	-	-	-	-
Camden - - -	-	-	-	2	2	52 00
Beaufort - - -	-	-	-	-	-	-
Plymouth - - -	-	-	-	-	-	-
Ocracoke - - -	-	-	-	-	-	-
Total - - -	-	1	4	3	3	11 1,033 17
<i>South Carolina.</i>						
Charleston - - -	1	-	2	1	1	5 1,377 23
Georgetown - - -	-	-	-	-	-	-
Total - - -	1	-	2	1	1	5 1,377 23
<i>Georgia.</i>						
Savannah - - -	-	-	-	-	3	3 415 93
Brunswick - - -	-	-	-	-	-	-
St. Mary's - - -	-	-	-	-	-	-
Total - - -	-	-	-	-	3	3 415 93
<i>Michigan.</i>						
Detroit - - -	-	-	6	1	5	12 958 65
Michilimackinac - - -	-	-	-	-	-	-
Total - - -	-	-	6	1	5	12 958 65
<i>Alabama.</i>						
Mobile - - -	-	-	-	2	2	57 33

DISTRICTS.	Class of vessels.				Total number of vessels built.	Total tonnage.
	Ships.	Brigs.	Schooners.	Sloops.		
						Tons. 95ths.
<i>Louisiana.</i>						
New Orleans - - -	-	-	7	3	3	13 1,444 23
<i>Kentucky.</i>						
Louisville - - -	-	-	1	-	7	8 1,377 89
<i>Florida.</i>						
Pensacola - - -	-	-	-	-	-	-
St. Augustine - - -	-	-	-	-	-	-
<i>Tennessee.</i>						
Nashville - - -	-	-	-	-	4	4 1,265 57

RECAPITULATION.

Of the number and class of vessels built, and the tonnage thereof, in each State and Territory of the United States for the year ending the 30th September, 1838.

STATES.	Class of vessels.				Total number of vessels built.	Total tonnage.
	Ships.	Brigs.	Schooners.	Sloops.		
						Tons. 95ths.
Maine - - -	21	42	78	2	1	144 24,332 06
New Hampshire - - -	5	1	3	-	9	3,286 16
Massachusetts - - -	21	10	131	4	1	167 19,547 88
Rhode Island - - -	2	1	6	-	1	10 2,108 05
Connecticut - - -	1	2	16	22	2	43 3,780 32
New York - - -	7	8	31	60	7	113 14,682 47
New Jersey - - -	-	-	52	33	1	86 7,057 01
Pennsylvania - - -	4	5	6	14	30	58 8,406 16
Delaware - - -	-	-	11	3	-	14 1,255 51
Maryland - - -	4	8	137	4	4	157 15,463 92
District of Columbia - - -	-	-	1	-	1	2 200 16
Virginia - - -	-	1	16	-	-	17 885 06
North Carolina - - -	-	1	4	3	3	11 1,033 17
South Carolina - - -	1	-	2	1	1	5 1,377 23
Georgia - - -	-	-	-	-	3	3 415 93
Ohio - - -	-	-	3	1	16	20 4,200 79
Tennessee - - -	-	-	-	-	4	4 1,265 57
Alabama - - -	-	-	-	2	-	2 57 33
Mississippi - - -	-	-	7	3	3	13 1,444 23
Louisiana - - -	-	-	1	-	7	8 1,377 89
Kentucky - - -	-	-	6	1	5	12 958 65
Michigan - - -	-	-	-	-	-	-
Florida - - -	-	-	-	-	-	-
Total - - -	66	79	510	153	90	898 113,135 44

TREASURY DEPARTMENT,

Register's Office, May 18, 1839.

T. L. SMITH, Register.

On the 30th of September 1837
the amount of Registered Ton-

nage was	810,447 29
Enrolled tonnage	1,051,010 55
Licensed do.	35,228 05

Total Tons 1,896,685 69

There were built in 1838

	Registered.	Enrolled.
Ships	59	7
Brigs	32	47
Schooners	37	473
Sloops	10	143
Steamboats	6	84

Total 144 751—total 898

Tonnage 41,859 55 71,275 83 making 113,135 44

2, 09,821 18

There were sold in 1838

To Foreigners—Ships	3
Brigs	11
Schooners	20
Sloop	1
Steamboat	1

Total 36

Tonnage 5,385 68

There were lost at sea in 1838 of

Registered—Ships	25
Brigs	33
Schooners	21
Sloop	1
Steamboat	1

Total 81

Tonnage 17,440 94

Enrolled—Ship	1
Brig	1
Schooners	42
Sloops	7
Steamboats	3

Total 54

Tonnage 4,165 06

Total lost 135 tonnage 21,606 05

Condemned as unseaworthy in
1838,

Registered—Ships	2
Brigs	11
Schooners	6
Sloops	4
Steamboat	1

Total 24

Tonnage 3,446 18

Enrolled—Schooners	14
Sloops	20
Steamboats	3

Total 37

Tonnage 2,043 62

Total condemned 5,489 80

32,481 58

1,977,339 55

Difference by correction of
the accounts of 1837

3,442 09

1,973,897 46

Increase of Enrolled Tonnage 17,921 46

Licensed do. 3,830 83

21,742 34

(Brought Forward.)

Total tonnage Sept. 30, 1838	1,995,639 80
do. do. 1837	1,896,685 69

The actual increase of tonnage ap-
pears to be tons

98,954 11

COMMERCE WITH BRAZIL—RIO JANEIRO.

The commerce of the United States with Brazil is important; nearly one-third of the Coffee, and a large portion of the Sugar and Hides, of foreign importations, is from Brazil. Our exports of Flour, Provisions, and the various articles of domestic manufactures, amounted last year, closing with 30th Sept., to \$2,694,957. To show the importance of our commerce, we subjoin the imports and exports of a few leading articles for the last five years; and thereto attach an article from a late Rio Circular, which we think will be found useful to some of our commercial men who have a direct intercourse with the Brazilian provinces, and particularly with Rio Janeiro.

The *Importations* into the United States from Brazil for the five preceding years, ending 30th September, were as follows:

Year.	Am. Vessels.	For. Vessels.	Total Imp.
1834	\$1,547,119	\$182,850	\$4,729,969
1835	5,547,949	26,517	5,574,466
1836	6,553,186	657,004	7,210,190
1837	3,940,059	1,051,924	4,991,983
1838	3,116,843	74,395	3,191,238

Of the above, besides the value of the Hides imported each year, the following shows the value of the Coffee for each consecutive year, which was \$2,819,338; \$3,602,000; \$4,623,385; \$3,254,965; \$2,333,305; and of the Brown Sugar in like manner: \$356,865; \$395,083; \$1,579,596; \$199,587; \$429,853.

Years.	Coffee.	Brown Sugar.	Hides in val.
1834	lbs. 26,571,368	lbs. 6,816,156	\$1,093,131
1835	35,774,876	7,969,883	1,150,691
1836	46,440,219	27,849,654	679,634
1837	33,906,246	3,287,401	947,493
1838	27,411,986	7,855,067	124,730

Exported from the United States to Brazil within the above specified time, of foreign and domestic articles, the following amount:

Year.	For. Export.	Dom. Export.	Total Exp.
1834	\$473,254	\$1,586,097	\$2,059,351
1835	797,865	1,810,791	2,608,656
1836	1,362,195	1,732,741	3,094,936
1837	441,992	1,301,217	1,743,209
1838	552,237	2,094,957	2,657,194

Of the domestic exports noticed above, the following will show how far Flour and Bread, Cotton Manufactures, and Spirits from Grain, contributed to make up the list, to say nothing of provisions, oil, sperm candles, household furniture, and other manufactures of the United States.

Year.	Flour & Bread.	Cotton Man.	Spirits.
1834	\$894,440	\$234,721	\$19,986
1835	991,269	266,916	16,640
1836	884,126	200,994	6,058
1837	618,680	303,102	8,302
1838	1,086,033	536,513	12,641

The Exports from Rio Janeiro for the month of June last, compared with those in the same period of the two preceding years, were as follow:

	Coffee, bags and barrels.	Sugar, in cases.	Hides, No. of
In 1839	52,188	1,544	17,756
1838	60,603	1,585	6,241
1837	42,234	2,438	22,577

The Export of Sugar during the first six months of
1839 was - - - - - 9,607 cases.
1838 - - - - - 10,439 do.
1837 - - - - - 6,519 do.

The export from Santos, 1838—1839, were 400,000 arrobas, against 294,000 in 1837—1838.

The stock of Hides on hand at Rio Janeiro, at the close of June last, was about 20,000, nearly all heavy weights.

Export in the first 6 months of 1839,	92,322 hides.
Do. do. 1838,	105,366 do.
Do. do. 1837,	67,446 do.

Summary of the principal articles imported from Foreign Ports during June, 1839.

Olives, 13 barrels; Steel, 50 packages; Tar, 131 barrels; Arms, 108 cases; Brandy, 12 pipes, 500 demijohns; Oil, (olive) 27 pipes, 146 barrels, 23 boxes; Oil, (fish) 3,300 casks; Codfish, 2,040 barrels; Whalebone, 1,200 lbs.; Rosin, 394 barrels; Provisions, beef 320 barrels, pork 42 barrels; Jerked beef, 16,648 quintals; Coal, 523 tons; Wax, 230 packages; Ale, 1,507 barrels; Tea, 1,204 chests; Copper, 38 boxes, 143 sheets; Lead, 270 bars, 15 rolls; Bran, 700 bags; Flour, American, 10,918 barrels; do. European, 220 barrels; Cotton goods, 2,627 packages; Linen do 435 do.; Woollen do. 262 do.; Silk do. 44 do.; Iron, 66 bars, 256 bundles, 9 tons; Tin, 70 boxes; Hardware, 267 packages; Nankeens, 12 bales; Ice, 260 tons; Gin, 18 pipes, 94 barrels, 359 barrels with bottles, 1,100 demijohns, 200 jars; Earthenware, 300 packages; Butter, 472 barrels; Ammunition, 1,314 barrels; Macaroni, 500 boxes; Deals, 803 boards, 50,715 feet; Pitch, 240 barrels; Paper, 257 bales; Cheese, 928 packages; Soap, 2,677 boxes; Salt, 25,448 alqueires; Tallow, 1,490 arrobas; Paints, 3,539 barrels; Furniture, 11 packages; Candles, (tallow) 380 boxes; Vinegar, 34 pipes, 31 barrels; Wines, Portuguese, 701 pipes, 1,081 barrels, 6 cases; Do. other parts, 1,714 do. 105 do. 544 do.; Salampores, 19 bales.

Remarks on the Import and Export Duties, Port charges, &c. in Brazil.

A direct trade with foreign countries is only permitted in such ports of the empire of Brazil, where there are custom-houses established; they are the following: Para, Maranhão, Patnabiba, Fortaleza. (Ceara) Aracaty (Pernambuco) Rio Grande North, Parahiba, Pernambuco, Maceyo, (Alagoas) Laranjeiras, (Sergipe) Bahia, Espírito Santo, Rio de Janeiro, Santos, Paranaguá, St. Catharine, Rio Grande, São Borja, (R. G. south) Porto Alegre, (R. G. S.)

Import Duties.—All foreign merchandise is subject to an import duty of 15 per cent., except tea, which pays 30 per cent., and gunpowder, as also wines and spirituous liquors, (the production of countries which have no commercial treaty with Brazil) paying 50 per cent. on valuations fixed by a tariff, (which is the same throughout the empire) and articles not specified in such tariff, pay duty on a value declared by the importer, the custom-house officers having the right to take the goods at such value, and 10 per cent. thereon. The countries having treaties with Brazil, and the dates when they expire, according to the intimation sent from the foreign office to the custom-house, are as follows: Prussia, 25th November, 1839; Hanse towns, do.; Denmark, 7th March, 1840; United States of North America, 17th November, 1841; Holland and Belgium, 18th April, 1841; Great Britain, 15th November, 1842. Since the 1st of July, 1839, wines, spirituous liquors, and flour, are subject to a special weekly tariff. A committee has been appointed by the government to revise the general tariff; considerable progress has been already made in such revisions; when completed and determined to be put in force, we shall publish the particulars in our columns.—[See page 224.]

Besides the aforementioned duties, goods (excepting linen cambrics, lace of thread or silk, manufactures of gold or silver, and precious stones, which pay only 1½ per cent. *expediente*), are subject to a charge of 5 per cent. on the like valuations for clearance charges and storage rent, (*expediente* and *armazenagem*) dry goods are, however, permitted to remain in the custom-house warehouses without any further additional charge, for a period not exceeding four months; after the expiration of which they incur a charge of ½ per cent. per month; articles that come under the denomination of *Estivo*-goods, are allowed to remain for the space

of one month, and then pay ½ per cent. per month storage rent.

Machinery, not previously in use at the port where imported is duty free, but subject to the charge of 5 per cent. for *expediente* and *armazenagem*.

N. B. Wines and spirituous liquors, pay further 1,500 rs. per pipe of 180 medidas to the *misericórdia* hospital, and 200 rs. per pipe of any size, town dues.

Exportation.—Prior to the first of July, coffee from the serra-abaiço (low country) paid 11 per cent., and from the serra-acima (upper country) 1½ per cent. if of the province of Rio Janeiro; but if from any other, on presentation of the requisite certificate of origin, only 7 per cent. However, by the Provincial Budget of the 10th of June, the distinction between from the serra-abaiço and serra-acima is done away with, both paying alike, namely, 11 per cent.

Tobacco pays 12 per cent. if from the province of St. Pauls; but if from that of Minas, only 7 per cent. Maize, rice, and pulse, if of the province of Rio Janeiro, pays 12 per cent., if any other, 7 per cent. Indigo, Tapioca, and any articles not otherwise specified, pay 7 per cent. Sugar pays since 1st July, 2 per cent. additional provincial duty, which is likely to fall on the exporter.

The above duties are levied upon valuations fixed by a weekly tariff.

Precious metals in coin or bars, and gold dust, whether foreign or national, are subject to an export duty of 2 per cent. ad valorem.

Custom-house Tares and Allowances.—On goods imported in packages and cleared by weight, the real tares are allowed; on liquors there is allowed for leakage and breakage, in glass bottles 5 per cent., stone do. 3 per cent., and in casks or demijohns 2 per cent., and on glass and earthenware 5 per cent.

Re-Exportation and Transhipment.—Goods re-exported or transhipped pay 2 per cent., and when for the coast of Africa, 13 per cent. additional.

Franquia.—Vessels may enter in Franquia, 1st, when bringing no cargo for the port; 2d, when bringing only part cargo for the port, and the remainder for another destination; 3d, when putting in to learn the state of the market, or for refreshments or repairs.

Manifests.—Every commander of a vessel is required to bring a very exact manifest of her cargo in duplicate, signed by the Brazilian Consul, resident at the loading port. At ports where no such Consul resides, the said manifest must be signed by two Brazilian merchants, or if there be none such, then by two native merchants, the signatures in either case being certified by the competent local authority. Non-compliance with this regulation, or inaccuracies in the manifests, as also irregularities in discharging or loading, subject vessels to heavy fines.

Port Charges.—All foreign vessels, as also national vessels trading with foreign parts, pay 30 reis per diem anchorage, for each ton of Brazilian admeasurement, (which proves generally about the true burthen) calculated for 50 days from the date of each entry into the port, but all vessels are exempt from this due that introduce 100 white colonists into any port of Brazil. The remaining port charges do not exceed from 30 to 40 milreas for each vessel, according to her size.

Pilotage.—There are no pilots for the port of Rio de Janeiro, nor are any necessary for entering that noble harbour, as there are no hidden dangers of any kind.

Sale of Vessels.—A duty of 5 per cent. ad valorem is payable upon the sale of all vessels, whether foreign or national, and of 15 per cent. upon foreign vessels being naturalized.—*Lyford's Price Current.*

The Old Oak.—A correspondent of the Plymouth, Massachusetts, Memorial states that "the old oak, the brave old oak" on the land of Capt. James Sever, and opposite the residence of T. P. Beal, Esq. of Kingston, after buffeting the blasts of more than two hundred years, has at last yielded to the force of the winds, and was blown down on Saturday last,—Sept. 1839.

HISTORICAL DOCUMENTS.

Massachusetts has set a noble example to other states, respecting the preservation of early public records and documents. The following extracts from the *Essex Register*, will exhibit some idea of the labour bestowed by the Rev. Mr. Felt, and the important results accomplished by it. In a late number we introduced an article on the currency of that state, extracted from a work by that gentleman. If every state were to pursue the same course, what admirable materials would be furnished to the future historian for an authentic history of the United States. We are proud to say that Pennsylvania has also commenced the publication of many of her early colonial records. Have the necessary steps been taken to examine, arrange and preserve the other numerous and valuable documents in the public offices? But while attention is bestowed upon the early history of the states, it is highly important that the history of our own times should not be neglected. With this view the editor of this paper commenced in 1828 the *Register of Pennsylvania*, and continued it for eight years—when, after publishing 16 volumes, it was abandoned for want of patronage. Whatever may have been the imperfections of that work, it is believed to contain a large mass of documents, which may hereafter be considered valuable, and is even now often referred to at home and abroad. Complete sets of it can be furnished. The present work is also commenced with the design of preserving from oblivion, many facts and documents relating to the whole Union—which may hereafter be deemed of importance. To the new states particularly the subject is one of great interest—it being now practicable to trace their origin and history from their very commencement.

“Among these materials for history, the official papers and documents deposited in the public archives are undoubtedly the most valuable authentic illustrations of a people’s state and progress; and whoever is instrumental in taking the most effectual means to keep inviolate these important treasures, renders most essential benefit not only to his own but to all succeeding ages.

We have been led to these reflections from the perusal of an able and eloquent report made to the last legislature of this commonwealth, by a committee of which Col. C. A. Andrews was chairman, relating to the papers and archives of Massachusetts. The propriety of adopting measures for the security and arrangement of these papers was suggested by Gov. Everett in 1836, and in pursuance of his recommendation a resolution authorizing the Governor to appoint a suitable person for this purpose, passed the General Court, on the eleventh day of March, of the same year. He accordingly selected the Rev. Joseph B. Felt, whose valuable services to the state and country were alluded to in our paper a week or two since. This gentleman entered upon the duties of his appointment April 26, 1836, and he has, says the report, “from that day to the present, discharged the trust confided to him with an untiring and judicious assiduity. His appointment was an excellent one. It enlisted in this important service a patience of toil, a perseverance of research, and a rich fund of historical information, at a rate of compensation, which, but for his antiquarian taste, and the facility which the arrangement of the archives afforded for its gratification, could not have been secured.”

The result of his labours thus far fully justifies the remarks of the report. Mr. Felt has already arranged and caused to be substantially bound one hundred and thirty-seven volumes of papers and documents, extending from the year 1622 to the commencement of the Revolution, chronologically arranged and designated and lettered according to their different subjects. For every page of original papers there is a blank leaf, and it is intended that each volume shall contain a table of contents and an index of names and subjects.”

We extract from the report the following enumeration of the volumes, with a brief synopsis of their contents:

Agricultural, 1 vol., 1644 to 1774.—Marks for the animals of towns; rewards for the protection of the flocks and herds; concerning meadows and woodlands.

Colonial, 5 vols., 1629 to 1774.—Particular correspondence between the colonies—much in reference to the boundaries of those in New England.

Commercial, 1 vol., 1686 to 1714.—Relative to tonnage and form of vessels, when and where built, and by whom owned; passes, &c.

Depositions, 1 vol., 1662 to 1765.—On various topics; the most of such papers being connected with others, are bound with them in different volumes.

Domestic Relations, 1 vol., 1643 to 1774.—Servants; slaves; persons authorized to marry individuals; divorces.

Ecclesiastical, 5 vols., 1637 to 1774.—Aid for supporting the gospel in places, not able to do it wholly themselves; church difficulties; movements for religious liberty; petitions of French Protestants; of Dr. Cutler and other Episcopalians.

Emigrants, 1 vol., 1651 to 1774.—People to and from various parts; Germans who settled in Maine.

Estates, 5 vols., 1636 to 1774.—Wills, inventories, and conveyances of property; probable proceedings.

Foreign Relations, 3 vols., 1658 to 1775.—Correspondence about the concerns of Massachusetts in the legislation of parliament; addresses from general court to the throne.

French Neutrals, 2 vols., 1755 to 1769.—Sent from Nova Scotia to be supported at the public charge; their complaints of hard usage; accounts of their supplies; escape of their countrymen from the south; suspicion of them in the French war, and consequent removal of such as were quartered on the seaports.

Hutchinson’s Letters, 3 vols., 1741 to 1774.—Familiar and undisguised correspondence with confidential friends in both America and England. These throw much light on the political history of our Commonwealth.

Hutchinson’s (MS.) 2d volume of *History of Massachusetts*, 1 vol., 1691 to 1757. This MS. bears the imprints of feet swift in the work of desolating his mansion.

Indian Conferences, 1 vol., 1713 to 1776.—Illustrative of Indian shrewdness, impressions and policy. At one of these conferences, held in Boston, at its close, Indian chiefs sang a war song, and danced a war dance before the governor and council, in the chamber of audience.

Indian Papers, 4 vols., 1639 to 1775.—Affording many facts to illustrate the history of the aborigines.

Indian Treaties, 1 vol., 1645 to 1776.—Containing the symbolical signatures of many noted chiefs of very ancient times.

Inter Charter, 3 vols., 1689 to 1692.—Containing papers on all the diversified subjects which appertained to legislation during the anxious interim between our first and second charters.

Journals, 1 vol., 1695 to 1767.—chiefly of military captains, concerning their adventurous scouts after Indian enemies.

Judicial, 7 vols., 1640 to 1774.—Diversified cases, some admiralty cases.

Lands, 2 vols., 1622 to 1771.—granted to individuals for services and other reasons.

Laws, 1 vol., 1645 to 1774.—A part of them most peculiar and amusing.

Legislature, 3 vols., 1643 to 1775.—Its officers, rules, special proceedings, compensation.

Letters, 7 vols., 1692 to 1774.—On various topics, some from distinguished characters in England. An original from Sebastian Ralle, others for and against his policy and conduct among the Norrigewalks.

Letter Book, 1 vol., 1658 to 1779.

Manufactures, 1 vol., 1639 to 1773.—Curious and instructive as to our early efforts to be independent of foreign manufactures.

Maritime, 7 vols., 1641 to 1775.—Regulations, imports, exports, and imposts, piracies.

Military, 14 vols., 1643 to 1774.—Containing copious sup-

plies for an account of Philip's struggle, and of the Indian and French wars.

Minutes of Council, 6 vols., 1689 to 1775—They supply a large vacuum in the council journals, which were mostly lost and destroyed before the Revolution.

Miscellaneous, 2 vols., 1648 to 1776—Lotteries, mobs, population.

Records, Sugar Planters' Plea.

Muster Rolls, 11 vols., 1710 to 1775—Most essential to the particularity and correctness of our military annals.

Pecuniary, 5 vols., 1629 to 1775—Numerous rare and curious materials for our pecuniary history.

Petitions, 1 vol., 1643 to 1775—On different topics. A great number of these are bound with other documents to which they relate. One petition is from the wife of William Kidd, the pirate, she being in Boston, where he was imprisoned.

Political, 1 vol., 1638 to 1700—cases of alleged treasons, Freeman's names and recommendations; but chiefly respecting our political relations with Great Britain.

Revolution, 1 vol., 1689.

Speeches and Messages, 3 vols., 1702 to 1774—On the leading topics of Massachusetts legislation.

Taverns, 1 vol., 1643 to 1774—Petitions for them, regulations in reference thereto, &c.

Towns, 7 vols., 1629 to 1774—Land granted to them, also their particular municipal concerns, as streets, buildings, wharves, &c.

Trade, 2 vols., 1645 to 1774—As to domestic business, prices of goods.

Travelling, 1 vol., 1644 to 1774—Roads, bridges, ferries. Interesting facts in reference to them.

Treasury, 4 vols., 1692 to 1770—Assessments on the towns.

Usurpation, 4 vols., 1686 to 1689—A large quantity of papers in reference hereto; their worth is much enhanced by the fact that they are the only documentary history of New England, known on this side of the Atlantic, for their particular period.

Valuation of Towns, 5 vols., 1760 to 1771—Returns of the various products of agriculture and manufactures, buildings, money, &c.

Witchcraft, 1 vol., 1656 to 1750—Very curious and interesting documents relative to that subject.

National Library.

In connexion with the preceding article, we are induced to offer the following beautiful extract from an address delivered before the "Athenian Institute and Mercantile Library Company" of Philadelphia, April 13, 1838, by Job R. Tyson, Esq. upon the formation of a National Library at Washington. We can add nothing to the force of the arguments employed by Mr. Tyson, but earnestly commend the subject to the early attention of Congress. May not a portion of the Smithsonian Legacy be appropriated to this important object?

"It was not likely that a society composed of such men as emigrated to this country, would long permit science to be in its cradle. Every thing around them, indeed, invited to practical labour. The deep forests and the glassy streams spoke a language which could not be misunderstood. But no sooner had the austerities of nature assumed the more pleasing garb of cultivation, and were made capable of ministering to convenience, than money gave up to science a part of that dominion which she had previously enjoyed. Over this fittle principality, the powers of theology and verse disputed for a time the palm of empire. The rule which theology asserted, was marked by copious effusions of ink, if not of blood. A close and cautious spirit of investigation succeeded. We are indebted to this spirit for such a benefactor as Godfrey. To this, and the superseded impulsion of a subsequent age, we are to ascribe a Rittenhouse and a Franklin; men

whom no situation but that in which they were placed, and no institutions but those of America, could have fostered and formed. The genius of these men, bore upon it the impress of their birth-place. The authors of the planetarium and electricity, not to mention the maxims of Poor Richard, were the spontaneous growth of the American soil, cherished and nurtured by the genial spirit of our home-bred institutions. But apart from physical science, nature had placed before the learned of America a subject of inquiry peculiarly its own. The minds of antiquarians were called into action respecting the antiquities and former condition of the American continent. They were to explore the descent, languages and original state of that remarkable race whom our ancestors found in possession of this country. Nature herself had committed this subject to our assiduity and care. As oppression and rapacity were fast hurrying this devoted race into the grave, it became us, as an intellectual nation, at least to gather the scattered and mutilated fragments of their history, so as to inscribe upon their tombs an intelligent epitaph. Without disparagement to the learned labours of a Bartram, the writers of the Mithridates, a Heckewelder, a Pickering, a Cass, a Schoolcraft, and a Gallatin, it may be said that it was reserved for a venerable citizen of Philadelphia* to penetrate the labyrinths of this intricate subject; and by it to add one of the brightest leaves to the American bays.

"In the department of polite and elegant literature, native genius has imparted celebrity to spots, even in the new world of America. The original genius of Cooper, the inimitable pen of Irving, the beautiful page of Bryant, have made the scenes of their descriptions classic ground. Bancroft and Sparks are doing for our history and historical names, what those are achieving in the walks of external society and external nature. We are not old enough to point the literary pilgrim to the mouldering tombs of a Westminster Abbey. The axe with which our forests have been felled is still in the hands of the wood-chopper. His sturdy strokes may almost be heard amid the noise of our cities, which they have so lately contributed to build. They are only silenced by the greater din of busy life, which exigency or enterprise has called into being, in spots where nature reigned in majestic wildness and primeval solitude. But young as is the country, in its physical state, the materials are at hand to form a system of literature, which shall at once be new and improved.

"A national literature does not imply an abandonment of those masters of the human heart, who have traced, with pencils of genius and truth the great features of human nature. The literature of Rome embellished and refined, while it imitated, that of Greece. The polite learning of modern Europe is largely indebted to both, for its elegance and nature. Pope and Thomson are suns formed by the converging rays of less distinguished luminaries. Genius cannot be impaired of its gifts, by pondering the fair forms which genius itself has created. The fire which was lighted by Prometheus, may be kept alive by the torches of Homer and Virgil, of Milton and Shakespeare. America owes it to herself and to mankind, that her system of letters should be *her own*. As a mirror, it should reflect American manners; it should embody American ideas; it should inculcate those great principles of social morality, upon which man must depend for his advancement and perfection.

"But however learning and genius have added to the national fame, partiality itself must admit that little active aid has been contributed from the public bounty. Astronomical science yet asks for an observatory, and the national library languishes for the want of encouragement. When we compare the pigmy collections of Philadelphia and Cambridge, the largest libraries in this country, with the magnificent cabinets of Paris, Vienna, London and many others, it need not be concealed, that the national pride receives a wound. In the various departments of history, except domestic, modern literature and science, our collections do not embrace all which the wants of the learned student demand. The life of Columbus, by Irving, a work destined to imperishable fame,

* It need hardly be said that reference is here made to Mr. Du Ponceau, whose learned labours are universally known.

could not, from the absence of materials, have been written in America. Mr. Wheaton could not have brought to completion his learned and elegant history of the Northmen, except in Europe. The admirable work of Ferdinand and Isabella, by Mr. Prescott, though written on this side of the Atlantic, was chiefly dependant for its materials on the other.

"The library of Philadelphia is upwards of a century old. Its late highly intelligent librarian, computes the present number of volumes at 46,000; a number exceeding, it is true, any other library on this side of the Atlantic, but not commensurate with the growing wants of the literature and science of the city. The Royal Library of Paris, less than half a century ago, numbered only 80,000 printed volumes and MSS. It now presents in its totality, upwards of 700,000 volumes! The British Museum founded long since the establishment of the Philadelphia Library, now amounts to 240,000 volumes. The value of a library, it is true does not depend upon its numerical superiority alone; but there is no doubt, from the bibliographical knowledge which guards the Royal Library of Paris, and the British Museum, that the excellence of their contents is in proportion to their number.

"It becomes a wise and enlightened people, intent upon a high destiny, to adopt the means necessary to subserve it. It was one evidence of decay, that in a luxurious age of the Roman empire, the reading of Roman senators was confined to Marius Maximus and Juvenal. In a country in which native energy has not been debilitated by luxury; where mind, entrained, roves with perpetual activity, explores new regions of thought, and penetrates new sources of truth and intelligence; where every man is a reader, and all have a keen appetite for knowledge; the means should be multiplied commensurately with its importance and necessity. Without dwelling longer upon a theme which might be amplified by so many reflections, it is enough to say, that no act would confer *higher literary glory upon the United States*, than adding to the treasures of its public library. The government of France requires a copy to be deposited, in the Royal Library, of every work which is issued from the press, throughout the kingdom. A similar regulation obtains in Austria and Russia, for the benefit of the royal libraries of Vienna and St. Petersburg. From the operation of so wise and salutary a provision, these libraries are monuments of honour and renown to those despotic nations. The British Museum, which has proved, in England, the great nursery of merit, the light of genius, the ladder to eminence, has been fostered by the same liberality, aided by the direct munificence of the sovereign. Congress has already purchased the papers of Washington and Madison. It could present adequate inducements to private persons for the opening of their private cabinets, in which are deposited those documents which are so material to illustrate our national history, and transmit our national fame. It could enact a law similar to those which augment the libraries of France and England, Austria and Russia. It could enrich the present collection, by a purchase now offered to its acceptance, of the greatest treasure of one of the greatest biblioplists of this bibliothecal age."

Great sale of Cattle.—Mr. Wolbert's sale yesterday, for Mr. Whitaker, of high bred, improved short horned cattle, at Powelton, was well attended. We give the prices of some of the animals:—

COWS.

Grace Darling—3 years old,	\$500
Miss Kirby—2½ years old,	410
Estelle—A beautiful roan of high descent, 2½ years old,	540
A calf, 10 days old,	200
Nell—Red and white, nearly 5 years old,	610
Clara—4½ years old, roan,	460
Atkinville—Red, nearly 4 years old,	500
Misletoe—Roan,	450

BULL.

Sir Robert—Light roan, 2½ years old.	700
There were several put up that were not sold.	

The following is copied from a statement in the *Wheeling Times*, and it is no doubt compiled from good authorities.

DISTANCES ON THE UPPER MISSISSIPPI.

From St. Louis to Missouri River,	-	18	miles.
Alton, Illinois,	-	6	24
Hamburg, do.,	-	15	39
Clarksville, Mo.,	-	60	99
Louisiana, do.,	-	12	111
Saverton, do.,	-	23	134
Hannibal, do.,	-	7	141
Marion City, do.,	-	10	151
Quincy, Illinois,	-	10	161
Lagrange, Mo.,	-	12	173
Tully, do.,	-	8	181
Warsaw, Ill., near Fort Edward,	-	20	201
Mouth of De Moines River, Mo.,	-	2	203
Keokuk, Iowa,	-	1	204
Commerce, Ill., head De Moines Rapids,	-	18	222
Appanoose, do, opposite Fort Madison,	-	10	232
Burlington, Iowa,	-	20	252
Yellow Banks, Ill.,	-	15	267
New Boston, Ill., opp. mouth Iowa River,	-	15	282
Iowa, near mouth of Pine River,	-	35	317
Rockport, Ill., mouth of Rock River,	-	10	327
Montevideo, Iowa, opposite Rockport,	-	-	-
Senasepo, do.,	-	4	331
Stevenson, Ill.,	-	5	336
Davenport, Iowa, opposite Stevenson,	-	-	-
Rock Island, Ill., foot of Rapids,	-	1	337
Canaan, do., head Rock Island Rapids,	-	18	356
New Philadelphia, Iowa,	-	40	395
Savannah, Ill.,	-	20	415
Smithville, do.,	-	10	425
Bellevue, Iowa,	-	6	431
Fever River, Ill.,	-	6	437
Galena,	-	8	445
Du Buque, Iowa,	-	30	475
Cassville, Ouisconsin Territory,	-	30	515
Prairie La Porte,	-	8	519
Prairie du Chien,	-	22	535
Falls of St. Anthony, about	-	265	800

Price of passage the same as on the Ohio River, viz: About \$3 per hundred miles, for long distances, and 4 to 5 cents per mile for short ones. Deck passengers about \$1 per hundred miles. The usual speed of the boats is 6 miles an hour, up stream, and 10 down.

TOWNS ON THE ILLINOIS RIVER.

With distance from Peoria.

W. stands for west side; E. for east side.

UP THE RIVER.

Detroit,	-	w	6 miles	4 houses.
Rome,	-	w	15 18	25 do.
Allenton,	-	w	1 19	3 do.
Chillicothe,	-	w	2 21	30 do.
Lacon,	-	e	12 33	55 do.
Henry,	-	w	12 45	5 do.
Webster,	-	w	8 53	5 do.
Hennepin,	-	e	4 57	population 700
Enterprise,	-	w	12 69	4 houses.
Peru,	-	w	2 71	population 900
Rockwell,	-	w	3 74	16 houses.
Utica,	-	w	5 79	7 do.
Ottawa, mouth Foxer,	-	-	11 90	population 900
Chicago, by land,	-	-	80 170	-

DOWN THE RIVER.

Westly City,	-	e	3 miles	30 houses.
Pekin,	-	e	7 10	population 400
Copperas Creek,	-	w	20 30	-
Liverpool,	-	w	10 40	6 houses.
Havana,	-	e	10 50	30 do.
Chode's Landing,	-	w	11 68	3 do.
Mouth of Sangamon	-	e	10 78	-

Erie, - - -	w	7	85	5 houses.
Beardstown, - -	e	2	87	population 600
Lagrange, - - -	w	10	97	10 houses.
Meredosia, - - -	e	20	107	50 do.
Naples, - - -	e	6	113	population 350
Phillips' Ferry, -		4	117	
Portland, - - -	w	3	120	3 houses.
Augusta, - - -	w	3	123	15 do.
Montezuma, - - -	w	5	128	20 do.
New-Bedford, - -	w	2	130	6 do.
Bridgeport, - - -	e	10	140	10 do.
Newport, - - -	w			5 do.
Columbiana, - - -	e	10	150	6 do.
Guilford, - - -	w	12	162	10 do.
Camden, mouth Illinois		18	180	5 do.
Grafton, Illinois, -		2	182	40 do.
Portage de Sieux, M., -		7	189	50 do.
Randolph, Illinois, -		1	190	7 do.
Alton, Illinois, - -		8	198	pop. 3,625,
Missouri River, - -		4	202	
Chippewa, mo. Wood Riv.		2	204	5 houses.
St. Louis, Mo., - -		16	220	pop. 16,207

The price of passage from St. Louis to Peoria is \$5 for cabin, \$2 50 for deck. From Peru to Ottawa, \$3 for cabin, \$1 50 for deck. Way passages are much higher in proportion.

COMMERCIAL TREATY

Between Holland and the U. States.

THE HAGUE, July 30.—The *Staats Courant* of to-day contains a Royal Ordinance, promulgating the Treaty of Commerce and Navigation between the Netherlands and the United States of America.

The United States of America and his Majesty the King of the Netherlands, anxious to regulate the commerce and navigation carried on between the two countries in their respective vessels, have, for that purpose, named Plenipotentiaries; that is to say, the President of the United States has appointed John Forsyth, Secretary of State of the said United States, and his Majesty the King of the Netherlands has appointed Jonkheer Evert Marius Adrian Martini, member of the Body of Nobles of the Province of North Brabant, Knight of the order of the Netherlands Lion, and his Charge d'Affaires in the United States, who having exchanged their respective full powers, found in good and due form, have agreed to the following articles:

Art. 1. Goods and merchandise, whatever their origin may be, imported into, or exported from, the ports of the United States, from or to the ports of the Netherlands, in Europe, in vessels of the Netherlands shall pay no higher or other duties than shall be levied on the like goods and merchandise as imported or exported in national vessels. And reciprocally, goods and merchandise, whatever their origin may be, imported into or exported from the ports of the Netherlands, in Europe, from or to the ports of the United States, in vessels of the said States, shall pay no higher or other duties than shall be levied on the like goods, and merchandise so imported or exported in national vessels. The bounties, drawbacks, or other favours of this nature which may be granted in the States of either of the contracting parties on goods imported or exported in national vessels, shall also, and in like manner, be granted on goods directly exported or imported in vessels of the other country to and from the ports of the two countries, it being understood that in the latter, as in the preceding case, the goods shall have been loaded in the ports from which such vessel shall have been cleared.

Art. 2. Neither party shall impose upon the vessels of the other, whether carrying cargoes between the United States and the ports of the Netherlands in Europe, or arriving in ballast from ports of any other country, and duties of tonnage, harbour dues, light-houses, salvage, pilotage, quarantine, or port charge of any kind or denomination, which shall not be imposed in like cases on national vessels.

Art. 3. It is further agreed between the two contracting parties, that the Consuls and Vice Consuls of the United States in the ports of the Netherlands in Europe, and recip-

rocaly the Consuls and Vice Consuls of the Netherlands in the ports of the said States, shall continue to enjoy all privileges, protection, and assistance, as may be usual and necessary for the duly exercising of their functions, in respect also of the deserters from the vessels, whether public or private, of their countries.

Art. 4. The contracting parties agree to consider and treat as vessels of the United States and of the Netherlands all such as, being furnished by the competent authorities with a passport or sea letter, shall under the then existing laws and regulations, be recognised as national vessels by the countries to which they respectively belong.

Art. 5. In the case of shipwreck or damage at sea, each party shall grant to the vessels whether public or private, of the other, the same assistance and protection which would be afforded to its own vessels in like cases.

Art. 6. The present treaty shall be in force for the term of ten years, commencing six weeks after the exchange of the ratifications, and further, until the end of twelve months after either of the contracting parties shall have given to the other notice of its intention—each of the contracting parties reserving to itself the right of giving such notice to the other after the expiration of the term of ten years; and it is hereby mutually agreed, that in case of such notice, this treaty, and all the provisions thereof, shall, at the end of the said twelve months, altogether cease and determine.

Art. 7. The present treaty shall be ratified, and the ratification shall be exchanged at Washington within six months of its date, or sooner if practicable.

In witness thereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done, in duplicate, at the city of Washington, this nineteenth day of January, in the year of our Lord one thousand eight hundred and thirty-nine.

(L. S.) JOHN FORSYTH.
(L. S.) AD. MARTINE.

Quarantine laws of Havre.

Paris, July 27th, 1839.

Department of Foreign Affairs.

To the Consul General of France, New-York:

Sir.—The great inconvenience experienced by the Sanitary and Police departments, from the neglect in the port of Havre of the laws relative to passports without individual bills of health, with which the passengers in the New York packets ought to be provided, has compelled the Minister of Agriculture and Commerce to issue the strictest orders on the subject, in conformity with which he has directed the Health Officer of Havre henceforth to require a bill of health from each passenger arriving from North America; and to insure the execution of the measure, he has further ordered.

1st—To place in quarantine every packet arriving from New York, which shall have on board any passenger unprovided with a bill of health.

2d—To summon the Captain before the Court, to answer for the infringement of the 19th Article of Ordinance of the 16th August, 1822, passed in conformity with the law of 3d March, 1822, relative to the Sanitary Police.

You are aware, sir, that according to the terms of the 7th article of the above ordinance, vessels are subjected to a quarantine of greater or less duration, according to the state of health on board. The penalty against the captain is determined by the 13th article of the law of the 3d March, 1822, which runs thus:

"Whoever shall violate the quarantine laws, or the general or local regulations or ordinances of the competent authorities, shall be subjected to imprisonment from three to five days, and to a fine not less than five, nor exceeding fifty francs."

As the minister of agriculture and commerce thinks that it would be too severe to require the immediate application of a measure which has not hitherto been enforced, he has decided, in order that the captains of the American packets may be duly forewarned that the above quarantine regulations shall not take place till the 1st of September next, (1839.)

You will please, sir, give the necessary notification of this

to the merchants of New York. The minister of the interior will give similar orders to the authorities of Havre, relative to the passports which you have not certified. (Signed.)

MARECHAL DUC DE DALMATIE.

The Consul General of France, Dr LAFORÊST.

We are indebted to a commercial friend for the following important decree of the Brazilian Government.—*Nat. Gaz.*

Consulate General of the Brazilian Empire.

The following decree is by order of the Brazilian Government, published for the information of all whom it may concern.

Decree raising the duties on Wines and Liquors, of foreign produce, imported into Brazil, and directing the entry of Liquids and Wheat Flour during the financial year of 1839 to 1840.

The Regent in the name of the Emperor Don Pedro II., by virtue of the authority conferred on the Government, by the twentieth Article of the Law, of the twentieth of October, one thousand eight hundred and thirty-eight, number sixty, decrees as follows:

Article 1st. During the financial year one thousand eight hundred and thirty-nine to one thousand eight hundred and forty, all the Wines imported into Brazil, and all Liquors of foreign produce, shall pay at the Custom-house, a duty of fifty per centum, including therein all charges to which such articles were subjected until the present time, with the exception of those of storage.

Section additional. All Wines and Liquors being the produce of countries with which Brazil has existing treaties, are exempted from the foregoing provisions.

Art. 2d. The entry of Liquids in general, and of Wheat Flour of foreign produce, shall be made according to the prices fixed by a weekly valuation, to be made at each Custom-house, by a committee composed of capable persons, of whom the Collector of the respective Custom-house shall be one.

Candido Baptista de Oliveira, of the Council of his Imperial Majesty, Minister and Secretary of State for the Foreign Affairs, and charged by interim of Finances, and the Presidency of the Tribunal of the National Public Treasury, will so understand its provisions, and cause them to be executed, issuing for that purpose the necessary orders.

Palace of Rio de Janeiro, 6th, May, 1839, 18th year of the Independence of the Empire.

PEDRO DE ARANJO LIMA.

CANDIDO BAPTISTA DE OLIVEIRA.

New York, 12th September, 1839.

DIONIZIO DE AZEVEDO PECANHA,

Consul General.

The Mississippi, according to the account of the pilot who has lived at Belize, a small village on the present bar, nineteen years, has, by its deposits during that period, pushed its delta into the Gulf of Mexico, two miles and a half long the whole length of the seaboard; which, including its four or five mouths, the alluvial lands between them and the creeks, or bayous, comprise a line of advance into the ocean of about one hundred miles in length. This being multiplied by its breadth of two and a half miles, gives an addition of two hundred and fifty square miles to the continent of America in nineteen years.

Sale of the Missouri Copper.—We stated sometime since, that a parcel of about 29,000 lbs. of Pig Copper, from one of the Missouri mines, the property of the Currant River Mining Company, had been shipped at New Orleans and consigned to a house in this city, for sale. In due time the article safely arrived, was advertised in the papers, and the result has been a sale of the whole consignment to a very distinguished manufacturer in this city, who was prompted to operate as well from motives of patriotism, as to possess an article which compared in appearance with the best Peruvian that he had been accustomed to use; and the price which governed at the last sale of Peruvian was adopted as

the price in the present instance. Thus have the anticipations of the enterprising Currant River Mining Company been realized, by finding for its "first fruits" a market in Baltimore.—*Baltimore Price Current.*

Large sale of *Morus Multicaulis*.

The annexed is a correct statement of the number, prices, and proceeds of the *Morus Multicaulis*, the property of Mr. Physick, sold September 18th, by C. J. Wolbert, Auctioneer, at the Highfield Cocoonery, Germantown, Pa. The trees were sold as they stood in the ground, those under 12 inches to be rejected. Owing to a thin soil and close planting, the sizes of trees were generally small, and the branches few, the average height, according to estimates made on the ground, being about 2½ feet. The purchasers were generally from a distance. The largest portion being from Illinois, Missouri, and other Western states. The price, it will be seen, averaged 31 23-100 cts. per tree, equal to 12½ cts. per foot.

50 rows, averaging 1200, say 60,000 a 30 cts.	\$18,000 00
20 rows, averaging 1000, say 20,000 a 27½ cts.	5,500 00
10 rows, averaging 1150, say 11,500 a 35 cts.	4,025 00
52 rows, averaging 1150, say 59,800 a 37½ cts.	22,425 00
55 rows, averaging 1150, say 63,250 a 32½ cts.	20,556 25
30 rows, averaging 1200, say 36,000 a 25 cts.	9,000 00
1 row, averaging 1000, say 1,000 a 22½ cts.	225 00
10 rows, averaging 850, say 8,500 a 17½ cts.	1,487 50

No. of trees,	260,000 a 31 23-100	\$81,218 75
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Condition of the Banks of Rhode Island.—From the returns of the situation of the banks in Rhode Island, on Monday, September 2, 1839, made to the Bank Commissioners, it appears that on that day

The bills in circulation amounted to specie,	\$1,779,071 75
Specie in bank,	349,961 25

Bills and notes discounted payable out of the	
State,	5,129,179 45
Do. in the state,	7,622,006 09

By comparing the above abstract with the returns made to the commissioners, July 5th, 1839, it appears since that date,

The specie has been increased,	\$4,862 82
The circulation has been decreased,	6,405 00

And by comparing the loans and discounts with the returns made June 7th, the latest date to which full returns have been received, it appears they have been reduced since that time,

	100,555 85
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A valuable testimonial.—A handsome mahogany box containing a splendid massive silver waiter, twenty-one inches in diameter, with highly ornamental decoration, has been left in charge of the Mayor of the city, until called for by the person to whom it is addressed. It was brought from Belfast, Ireland, and bears the following inscription:—*Ledger.*

"Presented to MICHAEL ALLAN, Esq. of Pittsburg, United States, formerly of Litterkenny, Ireland, by his creditors, as a testimonial of their high opinion of his upright and honourable conduct in paying in full the balance of their accounts, although previously discharged from all legal obligations.

Signed in behalf of the creditors at large.

JOHN McCLEERY.

Belfast, April 1839."

The packet ship *Memphis*, NICHOLS, master, arrived at Liverpool on the 6th ult. from New York, in seventeen days passage.

☞ The UNITED STATES COMMERCIAL AND STATISTICAL REGISTER, is published every Wednesday, at No. 79 Dock street. The price to subscribers is Five Dollars per annum, payable on the 1st of January of each year. No subscription received for less than a year.—Subscribers out of the principal cities to pay in advance.

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EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, OCTOBER 2, 1839. No. 15.

The Silver Scheme.

It appears that troubles originating from the condition of the currency are not peculiar to our own times. In the earlier periods of the colonies they were as much perplexed about money matters as are our financiers of the present day. The state of exchanges between this country and England, and the scarcity of gold and silver, in consequence of the large importations from the mother country, and the difficulty of paying debts there, have alike, at all periods of our history, occasioned the invention of new schemes. In looking over the General Magazine, published by Doctor Franklin in 1741, we find numerous articles and plans in relation to the subject, some of which, as they may amuse, if they do not instruct the reader, we shall occasionally insert. It seems from Doctor Franklin's introduction, (as we suppose it to be) that the currency of Massachusetts was at this time in a peculiarly deranged condition, and that two "schemes" were resorted to or proposed; one called the "Silver Scheme" and the other the "Manufacturing or Land Bank Scheme." The first of these follows, the Doctor's preface.

"New England is the most unhappy in its paper currency of any of the colonies, Carolina excepted. Their bills of credit continually sinking in value, to the great detriment of the creditors of the province, occasioned several strict instructions from the crown, sent over to the Governors from time to time, to restrain the large and frequent emissions made of those bills. The last of which instructions directs, that no more than thirty thousand pounds* should be ever current in that province at the same time; which sum was computed to be nearly the annual charge in support of the Government; this was thought by the people, much too small a currency to carry on the commerce of the country, all their former bills being to determine in the year 1741; and therefore they made frequent applications to the King, to have that instruction withdrawn; but in vain, His Majesty at length† "signifying his high displeasure at these repeated applications upon points that had already been maturely considered and determined by His Majesty in council." They then caused a memorial and petition to be presented to the House of Commons, setting forth the hardships they were subjected to by that instruction, and praying, "that the House would become intercessors for them to His Majesty, that he would be graciously pleased to withdraw the said instruction. Upon which the resolve of the House was, that the complaint contained in the memorial and petition was frivolous and groundless, a high insult upon His Majesty's Government, and tending to shake off the dependence of the colony upon Great Britain, to which by law and right, they are and ought to be subject." The people having no longer any expectation of a currency from the Government, began to cast about for methods of furnishing themselves with something that might supply its place. And in the last summer two several schemes were set on foot for that purpose commonly called the Silver Scheme, and the Manufactory Scheme, which as they have rent the country into violent parties, and the dis-

putes about them still subsist in their public papers, and are like to continue; some extracts from them may not be improper to be hereafter inserted in these Magazines. We shall give our readers in the first place, the schemes at length.—That which is called the Silver Scheme, is as follows, viz:

Whereas the silver and gold, which were formerly our medium of exchange, have been exported to our mother country, in payment for the manufactures we have received from thence; and for many years our affairs and business, have been transacted with bills of credit in lieu thereof. And forasmuch as the bills of credit emitted by the province of the Massachusetts Bay, are grown scarce, by their return into the public treasury, according to the periods that have already arrived, and in a short time the remainder is by law required to be brought in, and consumed to ashes; and whereas it seems very difficult, if not impracticable, so suddenly to procure silver and gold sufficient for the management of our trade and commerce.

Therefore for remedy in this case, we, the subscribers have agreed on the following articles, viz:

I. That as soon as conveniently may be, there be emitted one hundred and twenty thousand pounds, in bills or notes of hand, of the following denominations, viz: ten pounds, five pounds, three pounds, forty shilling, twenty shilling, fifteen shilling, ten shilling, seven shilling and six penny, five shilling, and two shilling and six penny, bills all to be redeemed and paid with coined silver of sterling alloy, at twenty shillings per ounce or coined standard gold at fourteen pounds fifteen shillings per ounce, both Troy weight, by the last of December Anno Domini 1755.

II. The following gentlemen, viz: Edward Hutchinson, Samuel Welles, James Bowdoin, Samuel Sewall, Hugh Hall, Joshua Winslow, Andrew Oliver, Esqrs. Edmund Quincy, Thomas Oxnard and James Bouteneau, merchants, shall be the directors or committee, to manage the affairs of the subscribers to this scheme; which directors shall sign the bills or notes, and become obliged to the possessors of them; the tenor of which bills to be as follows:

BILL FOR FORTY SHILLINGS.

We jointly and severally promise to pay, to Isaac Winslow, merchant, or order, in Boston, two ounces of silver, sterling alloy, or two pennyweight seventeen grains of standard gold, both coined and Troy weight, by the 31st December 1755. Value received.

Boston, New England, August 1, 1740.

III. To enable the directors or signers of the bills to redeem or pay them as before, and defray the incident charges; every subscriber or undertaker for one thousand pounds, shall annually, during the space of fifteen years, from December 31st, 1740, pay to the said directors, eighty-eight ounces and an half of silver, or six ounces of gold, both of the quality respectively, and weight as aforesaid; and shall execute fifteen bonds accordingly; and every undertaker for a less or greater sum, shall be obliged to pay in proportion; the bonds to be made payable in each year, by the 31st day of December. Nevertheless, it is understood and agreed, that the said directors may covenant with, and shall accordingly execute instruments to the undertakers, that inasmuch as the said directors will have great occasion for silver or gold one month sooner annually, than the undertakers are obliged by the aforesaid bonds to pay them, they the said directors will accept of fifty seven ounces and an half of silver, or four ounces eleven pennyweight and thirteen grains of gold, both of the

* Not equal to 10,000^l Proclamation Money.

† Minute of Council, May 10, 1733.

respective quality and weight aforesaid, from the undertaker of one thousand pounds, if he shall pay them annually by the 30th of November, and the directors may agree with the subscriber or undertaker for a lesser or greater sum to pay in the same proportion.

IV. The security to be given by the undertakers or subscribers and borrowers, shall be made to all the aforesaid directors or signers of the bills or notes, except what is given by any of the directors, which shall be made to the remainder of the directors. The security both from undertakers and borrowers to be either real or personal, to the acceptance of the directors. If it be personal, there shall be two sufficient sureties with the undertaker or borrower, all jointly and severally. If the security be real, it shall be land, worth at least double the sum it is mortgaged for, exclusive of all buildings, and other things, being and growing upon it; and the mortgage as a collateral security for the payment and discharge of those fifteen bonds. If the mortgagor be a borrower of silver or gold, hereinafter mentioned to be let out, he shall give his personal bond for the same, and his mortgage as a collateral security for discharge of his bond.

V. Every subscriber or undertaker shall become obliged to the aforesaid directors to indemnify and save them harmless, as to any act or acts of government they may be obliged to comply with, or as to any damage they may sustain in redeeming, or paying the said notes or bills to be emitted, or in letting out the silver or gold as hereinafter directed, or by any deficiency, or other neglect of the company, or either of them; the said damages or deficiencies to be paid or made up, in proportion to each one's subscription, including the directors as subscribers.

VI. Whereas, at and after the expiration of the first of the aforementioned fifteen years, there will be considerable sums of silver and gold in the hands of the directors, it is agreed and covenanted, that the said directors, may let or hire out the said silver or gold to such inhabitants of this province as shall desire the same, for the space of thirteen calendar months, and no longer at one time, the borrower giving full and undoubted security for the payment of it within that term, with interest at the rate of six per cent. per annum; nevertheless, it is agreed and concluded, that if the said directors shall judge that they shall have occasion for said money sooner than the said bond specifies, they may agree to give any proper instrument to the borrower to secure and assure him, that upon paying the sum borrowed, with interest at the rate of four per cent. per annum, so much sooner than by bond he is obliged, as the directors' occasions require, and the instrument they give the borrower specifies, this bond shall be delivered up to be cancelled.

VII. The directors shall keep fair accounts of their doings in the service of the company, and the company shall meet annually on the second Tues day in January at some suitable place in the town of Boston, of which they shall have convenient warning from the directors if in Boston, or within four miles; when and where they shall lay before the company the state of the company's affairs from year to year, and at the expiration of the aforesaid term of fifteen years, shall deliver and pay to each subscriber or undertaker, his executors or administrators, his proportionable part of all the nett profits of the aforesaid emission of notes, and of their letting or hiring out the silver or gold aforesaid, or any other way arising from the company's interest as aforesaid.

VIII. No person shall be chosen a director unless he subscribes or undertakes, at least for one thousand pounds; and whosoever is so chosen, shall before he enter on the service, covenant and agree that in case of his death, or that another is chosen in his stead, he, the said director, his heirs, executors or administrators, will resign to the company or their order, every thing in his hands belonging to the company, as soon as may be, not exceeding one month after his death or removal. And it is hereby agreed, and to be understood, that the company may at any annual meeting in January during the first fourteen years of the term of fifteen years aforesaid, if they shall find it needful, remove one or more of the directors, and choose one or more new directors, in the room or stead of one or more who were directors before; the company giving sufficient security to indemnify the deceased, or

removed director or directors, his or their heirs, executors and administrators, from all damages which may arise from what he or they may have done in the service, or at the desire of the company.

IX. No person shall subscribe or undertake for less than five hundred pounds, nor more than eight thousand pounds; and every subscriber for five hundred pounds shall have one vote, and all the other subscribers shall vote in proportion; but it is to be understood, that no person who by purchase, inheritance or otherwise, may be owner of more than eight thousand pounds, shall have more than fifteen votes, how great soever his interest may be.

X. Whereas we are very apprehensive that the receiving and passing the bills of the neighbouring governments, which have not any good foundation to secure their value, promiscuously and indifferently with these, will greatly prejudice this province, and very much tend to depreciate these bills, though on the most sure bottom; we the subscribers therefore agree and promise, that we will neither directly nor indirectly, by ourselves nor any for us, receive any bills that shall be emitted hereafter by the neighbouring governments, unless redeemable by silver and gold aforesaid, or that have some solid and equivalent fund. And as to bills heretofore emitted, we agree and promise that we will receive and pass them, with such allowance or discount, as this company shall agree upon by major vote from time to time, at two meetings yearly, the one in the month of January and the other in the month of July; and that we will wholly refuse in all trade and business, and for all debts due, the notes that may be emitted by the subscribers to the bank commonly called the Land Bank or any other scheme of the like nature. And that we will do every thing as much as in us lies, to make this emission a common currency, and prevent these bills being hoarded up or depreciated.

XI. Every subscriber or undertaker shall be obliged at the desire or demand of the company or directors, to give such further and better security as they shall judge needful.

XII. The directors may call a meeting of the company at any time when they shall judge it needful, giving due notice thereof, and shall be obliged to call a meeting at any other time when the undertaker of one quarter part of the sum emitted by the company shall desire it, by writing, under their hands, signifying the occasion of their desire. And it is agreed and understood, that in every meeting of the company before they shall be capable of acting, there shall be present either in person or by proxy, in writing, under the hands of the undertakers, so many as shall make one third part of the sum originally subscribed for.

XIII. The directors shall be allowed and paid fifty pounds each man per annum for their service, besides their allowances for signing the bills, which shall be twenty shillings to each director for every thousand bills he shall sign, and the indorser for signing in the same proportion; and the said directors shall be allowed a clerk or clerks, and other officers, as shall be judged needful, who shall be paid by the company.

XIV. The directors shall from time to time take care that every undertaker, subscriber or borrower, fully comply with his obligation and on failure shall forthwith put his bond, or other obligation in suit.

XV. The company may at their annual meeting in January make such by-orders and rules, as they shall judge for the benefit of the company; and at any other meeting, provided notice be given of the rule or order desired in the warning for the meeting; always provided that no such rules or orders shall be any way inconsistent with any article or articles in this scheme, which are hereby declared to be fundamental and unalterable.

XVI. The directors shall let to hire no silver or gold belonging to the company at any time in the two last years of the aforesaid term of fifteen years; and shall at the expiration of the fifteen years of said term, pay to every possessor or proprietor of a twenty shilling bill or note of the aforesaid emission, one ounce of coined silver of sterling alloy, or thirty-two grains and an half of coined standard gold; and to every other possessor or proprietor of a less or greater sum in the same species and proportion at their delivering the said bills or notes to them the directors, upon which they shall be con-

sumed to ashes in the presence of said directors and a committee for that purpose specially appointed by the company.

XVII. Every subscriber or undertaker shall have liberty for the first thirteen years, in lieu of silver or gold, to pay in flax, hemp, iron, copper, tanned leather or sail duck: which commodities shall be disposed of by the directors for silver or gold coin as aforesaid, the directors taking two and a half per cent. for their trouble, and upon the expiration of the term of payment, taking bond of such subscribers for the sums due, with interest in the same manner as of other borrowers; and as soon as the commodities are converted into silver or gold, indorsing the nett sums they fetch on the bonds the borrowers have given.

XVIII. The company may at any annual meeting in January, release a subscriber or undertaker, his executors or administrators, at his or their desire, on his or their bringing a person to their acceptance to stand in his or their stead, and perform his or their obligations.

XIX. We further agree and promise, that we will receive in trade and for debts due (specialties and express contracts in writing excepted) the bills emitted on this scheme at the following rates, in the several terms and periods hereafter mentioned, viz: for the first year after their emission at the rate of twenty-eight shillings and four pence for an ounce of silver. For the second year after their emission, at the rate of twenty-seven shillings and nine pence. For the third year, at the rate of twenty-seven shillings and two pence. For the fourth year, at the rate of twenty-six shillings and seven pence. And in the fifth year at twenty-six shillings. In the sixth year, at twenty-five shillings and five pence. In the seventh year, at twenty-four shillings and ten pence. In the eighth year, at twenty-four shillings and three pence. In the ninth year, at twenty-three shillings and eight pence. In the tenth year, at twenty-one shillings and one penny. In the eleventh year, at twenty-two shillings and six pence. In the twelfth year, at twenty-one shillings and eleven pence. In the thirteenth year, at twenty-one shillings and four pence. In the fourteenth year at twenty shillings and eight pence. And in the fifteenth year, at the rate of twenty shillings for an ounce of silver; and the directors shall be and are hereby accordingly obliged to exchange and give in the common current bills, to every possessor of the above notes, on demand, so much as will purchase one ounce of silver for 28s. and 4d. in these notes for the first year after their coming out, and so much as will purchase one ounce of silver for 27s. and 9d. in these bills for the second year, and in the same manner during the whole fifteen years above said, according to the scheme. And the company shall be, and hereby are obliged at all times, on the demand of the said directors, to enable them thus to exchange the bills, by supplying them with bills of the common currency, sufficient for the same, and shall execute instruments accordingly.

XX. And for the fully securing the performance of the obligations in the tenth and nineteenth articles, we agree, that whoever shall take or pass, any of the above bills at any less value, or any other notes or bills contrary to the tenor of the said tenth article, shall pay six per cent. per annum interest in silver, at twenty shillings per ounce to the directors for the use of the company, for what bills he takes out; and shall have no benefit of any profits to be divided to the undertakers, and shall execute instruments accordingly."

[The Manufactory Scheme (sometimes called the Land Bank Scheme) will be inserted in our next.]

We learn that the subscription for the additional stock of the Lehigh Coal and Navigation company, was closed on Saturday last, at 6 o'clock P. M. upwards of ten thousand shares having been taken. The subscription was confined to the stockholders alone, each of whom had the right of subscription pro rata at par, say fifty dollars per share.

It has been decided in Baltimore county court, that where a man purchases goods at auction, the terms of which are cash, and neglects to pay for them as soon as the sale is over, the auctioneer has a right to resell the goods.—*Pat.*

BRITISH COLONIES.

Halifax N. S.—The arrivals at Halifax, N. S. for the year ending 31st December, 1838, were as follows:

From	Vessels.	Tons.
Great Britain - - - -	87	27838
Foreign Europe - - - -	15	2940
Guernsey and Jersey - - -	5	454
Gibraltar and Malaga - - -	2	172
Western Islands, b. v. - - -	2	284
Western Islands, f. v. - - -	2	286
Canton - - - -	1	271
Coastwise - - - -	1561	95021
British West Indies - - - -	37	29442
United States, b. v. - - -	577	45494
United States, f. v. - - -	260	36724
Brazil - - - -	2	286
French West Indies, b. v. - - -	62	5041
French West Indies, f. v. - - -	2	236
South Seas - - - -	1	329
F. Europe, ballast - - - -	4	981
St. Pierre & Miquelon, ballast - - -	1	76

Total - - - -	2891	245825
Value of imports for the year - - -	£1,255,012	1s. 8d.
Value of exports for the year - - -	£917,060	9s. 4d.

AMERICAN CONSUL.

Appointment by the President.—Philip A. de Crenay, of Portland, to be Consul of the United States, for the island of Martinique, in the place of Peyton Gay, removed.

FOREIGN CONSULS

Recognized by the President.—Albert Schumacker, as Consul of the free and Hanseatic town of Bremen, for the port of Baltimore.

Thomas Colley Grattan, as H. B. M.'s Consul, for the State of Massachusetts, to reside at Boston.

John David Fink, as Consul for his Majesty the King of Wurtemberg, to reside at New Orleans. Frederick Frey, as Consul for his Royal Highness the Grand Duke of Baden, to reside at the same port.

Luiz Frederico de Figanieri, as Vice Consul of Brazil, for the port of New York, and its district.

Joseph B. Brown, as Consul for Texas, at Key West. Thomas Dixon, as Consul of the King of the Netherlands, at Boston, for the States of Massachusetts, Rhode Island, Maine and New Hampshire.

J. J. Hoogewerff, Consul of the Netherlands, for the State of Maryland, and the District of Columbia, to reside at Baltimore.

Hugo Christian Goldmerder, as Consul of the same, for the States of Louisiana and Mississippi, to reside at New Orleans.

Jacob Valck, do. for the States of North and South Carolina and Georgia to reside at Charleston.

Henry Bohlen, do. for the States of Pennsylvania and Delaware, to reside at Philadelphia.

J. C. Zimmerman, do. for the States of New York, New Jersey, and Connecticut, to reside at New York.

Sport.—Twelve persons, six on a side, hunted squirrels in Miami county two days last week, on a wager of 200 bushels of corn. One party killed 1041, and the other 1032 squirrels in two days.—*Cleveland Herald.*

The Twelfth of September.—The celebration of the twenty-fifth anniversary of the battle of North Point, which took place on Thursday, will long be remembered in Baltimore, heightened and rendered doubly interesting, as it was, by the imposing ceremony of laying the corner stone of a new monument, to be erected on the scene of the conflict.

An American who writes from "The Summit of Cheops, the highest of the Pyramids of Egypt," on the 31st of January, dined with nine Americans at Cairo, on the 30th, the largest number that ever assembled in that place at one time.

Valuable Invention.—Messrs. Hayward & Brothers, corner of Light and Mercer streets, have just finished a new "Fresh water Extractor," patented by Mr. Hutchinson of this city, in the form of a ship's caboose. It is constructed to answer all the purposes of the ordinary caboose in the way of cooking, and has besides an apparatus for distilling fresh water from the water of the ocean, without the need of additional fuel. It contains two boilers, one for salt water and one for fresh—the latter to be used in cooking—an oven with two divisions, one above and one below—and on the top two boilers of tin which may be taken off as occasion requires. From the salt water boiler a pipe connects with a common still-worm which passes through a vessel of cold water.—This serves as a condenser, and the fresh water runs out below at the rate of two gallons per hour with a moderate fire. The distilled water is of course fresh and sweet. The plate over the salt-water boiler can be unscrewed and taken off for the purpose of removing the salt deposits when necessary.

A caboose of this sort, it is evident, possesses many advantages over those in general use. It is equally good for cooking, and the process of distillation goes on in concert with culinary operations. And, what is of great importance to small vessels, when a caboose of the new construction is used, many of the water casks which they are now obliged to carry may be dispensed with.—*Balt. Amer.*

Important Decision.—At the late term of the Supreme Court of New Jersey, an important decision was made, in the case of Brittin vs. Freeman, affecting usurious transactions with promissory notes, and the admissibility of endorsers as witnesses. As this decision is of importance to the public, we have obtained the following summary of the points decided for publication. It was decided—

1st. That the endorser of a note, or other negotiable instrument, in a suit between other parties thereto, is a competent witness to prove that the instrument, or the endorsement thereof, was made on a usurious or other corrupt or unlawful agreement; or to prove any other matter tending to defeat the plaintiff's recovery: And,

2d. That if the holder of a promissory note, valid in its creation between the original parties, endorsed it to another by a general endorsement, for a less sum than the amount due upon it, after deducting legal interest, the transaction will be usurious, unless the excess retained by the endorsee was allowed to him to cover the expense of remittance or the difference of exchange between the place of the transaction and the place where the note is payable; but such allowance must not be used as a mere cover for taking more than legal interest.

3d. That such usurious endorsee cannot recover upon the note against his immediate endorser, nor against any prior party to the note.

4th. That if the holder of a note transfers it by delivery, or by endorsement without recourse to him, it is a sale and not a discount of the note, and consequently not usurious, though the vender gets for it much less than it is actually worth—provided such transaction was not resorted to for the purpose of effecting a loan at a greater interest than is allowed by law.—*A'cward Daily Advertiser.*

From a London publication, called *A Paper—of Tobacco.*

Smoking.—The custom of smoking appears to have attained its greatest height in England in the reign of Queen Anne; the consumption of tobacco was then proportionably greater, considering the population, than it is at the present time. According to Dr. Davenant, the quantity of tobacco retained for consumption in England and Wales, on an average of seven years, from 1702 to 1709, was 11,260,659 lbs. annually. At present the annual consumption of tobacco on which duty is paid, is about 22,000,000 lbs. for the United Kingdom of Great Britain and Ireland. It is, however, highly probable that much more smuggled tobacco is now consumed than in 1709. In the reign of Queen Anne, which has been called the Augustan age of English literature, almost every writer of distinction was either a smoker or a snuff-taker. Lord Bolingbroke, Congreve, Addison, Steele, Prior, and

Ambrose Phillips indulged in a pipe; Pope and Swift took snuff. The Dean chiefly manufactured his own snuff, by drying the leaves of tobacco and reducing them to a powder; and in order to give colour and flavour to his "genuine high-dried," he was accustomed to mix it with a little Spanish brown. In the earlier part of the reign of George III., the custom of smoking appears to have declined, while that of snuff-taking had become much more general. During the American war, when the regular supplies were cut off, and the most of our tobacco was obtained from prizes, the average consumption in England of duty paid tobacco was considerably less than it had been during the first seven years of the reign of Queen Anne. The French, who had entered into an alliance with the revolted colonies, enjoyed, during the war, almost a complete monopoly of the American tobacco trade.

The consumption of tobacco increased in France in proportion as it declined in England; and the subjects of *le Grand Monarque* grew warm in their praises of tobacco and American independence, as they inhaled the fumes of Maryland or real Virginia. It may indeed be affirmed,—and proved, according to the principles of philosophical necessity,—that the French revolution was the natural and inevitable consequence of the large importation of American tobacco into France between 1777 and 1783. With the view of rendering England in future comparatively independent of America for the supply of tobacco, an act was passed in 1779, repealing so much of several old acts as prohibited the growth of tobacco in Ireland, and permitting tobacco of the growth and produce of that kingdom to be imported into Great Britain. This project however, was not attended with success; before the Irish farmers had been able to produce any considerable quantity, or British consumers had acquired a taste for Irish tobacco, John Bull and Brother Jonathan had smoked the pipe of peace; and as the producers of Virginia and Maryland found a better market for their tobacco in England than in France, the old trade soon resumed its former channel. Tobacco continued to grow in Ireland, though only to a small extent, till 1832, when its cultivation was entirely prohibited. The home growth of tobacco in the Green Isle, whatever it may be to the farmer, was not productive to the revenue.

Tobacco.—The Madisonian says that Virginia will have raised more tobacco this year than any state in the Union, and it is of great value. The crop of 1838 amounted to 26,000 hogsheads—this year it is estimated at 45,000 hogsheads. The entire tobacco crop of Virginia, Kentucky, Maryland and Ohio, for this year is estimated at 115,000 hogsheads. Last year it was only 72,000.

From the Pittsburgh Advocate.

Launch of the Iron Boat.—The present freshest affording water enough, somewhat unexpectedly, the proprietors of the Iron Steamboat determined yesterday morning to launch her at 5 o'clock in the afternoon.

As the hour approached, notwithstanding the short notice given, thousands were assembled to witness the launch.—About five minutes before five, every thing being in readiness, the word was given to "cut away," and the boat started in beautiful style, gliding into the water without jar or surge. The first rush was to see how much water she would draw; in an instant a score of joking banisters passed touching her draught.

Some stood for fourteen inches, some thirteen—twelve, eleven, ten, were severally cried out, and when she settled all were astonished. Nine inches astern. Nine and a half forward, proves to be her draught.

The instance is without parallel, a timber boat of her capacity, similarly constructed, would draw twenty-one inches, while the iron steamboat draws but nine and a half.

To guard against sinking, the hull of the boat has been divided into three compartments lengthwise, by two staunch, water-tight, bulk heads of iron. Either of these divisions filling with water would not suffice to sink the boat.

Her length on deck is 160 feet, length of keel 140 feet, breadth of beam 25 feet 4 inches, depth of hold 6 feet.

Enlargement of the Union Canal.

A large and respectable meeting of the citizens of Philadelphia was held at the County Court House, on Tuesday evening, Sept. 17.

The meeting was called to order by B. W. Richards, who nominated as Chairman, JOHN K. KANE, Esq.

The following gentlemen were nominated as

Vice Presidents.—B. W. Richards, John F. Smith, Jacob Lex, George N. Baker, Garrick Mallory, John P. Wetherill, Robert Allen, Richard Palmer, Thomas Barrett, and Joseph Yeager.

Secretaries.—C. G. Childs, Chas. Humphreys, John S. Cash, Daniel M. Keim, Wm. W. McMain, George M. Troutman.

The chairman opened the meeting with some appropriate remarks, setting forth the importance of the object under consideration.

Mr. Joseph R. Chandler addressed the meeting, and offered the following resolutions.—

Whereas, The citizens of Philadelphia, city and county, yield to no others in the Commonwealth, in wishes for, and contributions to, means of internal improvements that shall benefit every portion of the State. And in seeking to secure the adoption of measures that must naturally result to the advantage of themselves, as inhabitants of the commercial emporium of the State, they have not been backward in encouraging public sanction and public contributions towards the construction of works beneficial to other portions of their fellow-citizens, even though advantages were thereby given to commercial rivals in neighbouring states, who had contributed nothing to the great channel of communications that poured upon them a flood of business.

And Whereas, The Canal from Columbia, in Lancaster county, to the tide water at Havre-de-Grace, in Maryland, is expected to be opened for business in the ensuing month, by the legislative sanction of our own state, and by funds supplied in part, by the liberality of our own citizens; thus rendering it incumbent upon us to inquire what market is to be most benefited by the liberal legislation, and almost prodigal pecuniary expenditure of our citizens.

And Whereas, The width of the Union Canal, the grand link in the chain of state internal navigation, which connects our city with the business of the interior of the Commonwealth, being only one half of that of the state canal above, rendering it necessary to transfer all merchandise or produce from the boats of one canal to those of the other, before communications can be had along the state improvements, thus adding greatly to the cost of transportation and the risk of injury to the cargoes, besides rendering the transportation of one of the greatest staples of our state, coal, both bituminous and anthracite, almost wholly impracticable, from the expense;

And Whereas, These evils are wholly consequent upon the narrowness of the Union Canal, and can only be removed by enlarging the capacities of its locks, and of the whole works, so as to admit of the free passage of boats of the dimensions used in the Pennsylvania Canals above, which boats can also pass down towards Baltimore by the Tide Water Canal.

And Whereas, There are more citizens of the interior of Pennsylvania, and of the city of Philadelphia, interested in the commercial use of the Union Canal, than any other canal in the state. It is the door of entrance to the city and port of Philadelphia, and of reciprocal intercourse with the great valley of the Susquehanna river and its tributaries, and with the Juniata and Ohio rivers.

Resolved, That this meeting earnestly exhort the directors of the Union Canal to adopt the most vigorous measures in their power for the speedy enlargement of the Canal, and assure them that it is the desire of the citizens of Philadelphia to co-operate with them in promoting the speedy completion of the work.

Resolved, That this meeting look with confidence for aid from the Commonwealth in the proposed enlargement of the Union Canal; because, such an enlargement will tend to keep within the limits of the state, a portion of trade for which

such liberal expenditures, amounting to more than *thirty millions* of dollars, have been made, and the business profits of which must in no small degree be lost, should present obstacles be allowed to remain, and the easy access be left open to the capitalist of a neighbouring state.

Resolved, That this meeting most heartily disclaims any feelings of hostility against the enterprise of our neighbours of Baltimore; and in behalf of Philadelphians, bid a welcome to all who may wish to share with themselves in the internal commerce of the state. But at the same time the meeting asks an equality of privileges, of reciprocal intercourse, between our own citizens, in the use of our own public works; an equality which cannot exist, so long as the produce of the western canals can pass freely and uninterruptedly down towards our rival city; while to reach Philadelphia it must be transhipped and dragged in small boats through that narrow gorge, the Union Canal.

Resolved, That existing circumstances seem to render the present an auspicious season for a concert of action among our fellow-citizens, to promote the proposed work, in which they have an interest as direct and as large as in any of the canals or rail roads projected and completed at the expense of the Commonwealth.

Resolved, That a standing committee of ten be appointed to confer with the Board of Directors of the Union Canal, or their Committee, in order to adopt some measures for the speedy enlargement of said canal, and said Committee are authorized to call a public meeting hereafter, in case unexpected difficulties should occur, or in case the action of a general meeting should be wanted.

Resolved, that a Committee of six be appointed in each of the following counties, viz: Montgomery, Berks, Schuylkill, Lebanon and Dauphin, as a Committee of Correspondence and joint action with the Standing Committee of Philadelphia.

J. R. Ingersoll, Esq., being called for, addressed the meeting with much effect.

He was followed by Mr. William Ayres of Harrisburg, in a brief and appropriate speech.

The resolutions having been seconded, were unanimously adopted.

On motion of Mr. Chandler, it was resolved, that the officers of this meeting be requested to appoint the committee of ten—and that said committee be authorized to appoint the committee of correspondence.

On motion of Mr. John McGrath, it was resolved that a copy of the proceedings of this meeting be forwarded to the Executive of this state.

On motion it was resolved, That the proceedings, properly attested, be published in the newspapers.

The meeting then, on motion adjourned.

JOHN K. KANE, Chairman.

Vice Presidents.

B. W. Richards,	John P. Wetherill,
John F. Smith,	Robert Allen,
Jacob Lex,	Richard Palmer,
George N. Baker,	Thomas Barrett,
Garrick Mallory,	Joseph Yeager.

Secretaries.

C. G. Childs,	Daniel M. Keim,
Charles Humphreys,	William W. McMain,
John S. Cash,	George M. Troutman.

Geological Exploration of Iowa, &c.—Dr. David Dale Owen is directed by the United States government to explore the public lands on the mineral region, 100 miles square on both sides the Mississippi, from the mouth of Rock River to that of the Wisconsin. He is to take a large corps in order to complete the survey before winter. Those who have made regular settlements, will not have their rights endangered. The intention of the government is to reserve the best mineral tracts which are unoccupied. After this survey, Dr. Owen proceeds to examine the region of copper, &c. on Lake Superior.

Reported for the Journal of Commerce.

Superior Court.

JUDGE OAKLEY, Presiding.

William Renwick, vs. Louis J. Morris.

This was an action for trespass. As the case is fully detailed in the Judge's charge, it is only necessary to give a very brief synopsis of it here.

In the year 1813 the Legislature passed an Act authorizing R. McComb to erect a dam across the Harlem river for the purpose of supplying his mill with water, and the Act made it imperative on him to construct the dam so as not to impede the navigation of the river, to such vessels as had been accustomed to navigate it. McComb erected a dam consisting of a solid stone wall across the entire river, and added a bridge to it, and charged toll for passing it, neither of which things was he authorized to do by the Act. In this state the matter remained from 1814 until June, 1838, when the defendant came to the dam in the night time, accompanied by forty or fifty others, and removed part of the dam and bridge, ostensibly for the purpose of letting a vessel, which he had there, loaded with coal, pass the dam. In a few days after, the defendant and others again came and proceeded to remove further portions of the dam, on the ground that it was a public nuisance. The plaintiff then obtained an injunction from the Court of Chancery to stop the defendant from destroying the dam, and the present action was brought to recover damages for the alleged trespass.

The Court charged the Jury.

The amount of damages involved in this inquiry was not very large, as regarded the present action, but the principles which it involved were of great importance.

This dam had been erected across the Harlem river, and existed many years, until the defendant, acting with others who resided in the neighborhood, thought it injurious to his interest and wished to get rid of it, as it obstructed the navigation of that stream, and he accordingly went there with sufficient force to remove it.

The defendant has put himself on his legal rights, and if he cannot sustain himself on that ground he must respond to the plaintiff for whatever damages he has committed.

One ground of defence is that Harlem river was a navigable river before this dam was erected, and that all citizens have a right to use it as such; that this dam obstructed its navigability and prevented vessels sailing on it, as they did before the dam was built.

The plaintiff claims the right to have erected the dam, in as much as he was authorized to do so by law, and contends that having been so authorized by the Act, he had a right to erect and retain the dam, no matter what its effects might be. This allegation is met by the proposition that the Legislature had no right to give such power to McComb, as this was a navigable stream, and the United States had given Congress alone power to regulate its navigation, and that any obstruction to a navigable river, though authorized by a State Legislature, is void.

On this part of the case, there can be no doubt. The Legislature in point of constitutional power had a right to pass this Act. It is not necessary for us to inquire into the abstract question as to whether the Legislature has a right to pass any Act by which the navigation of a stream is obstructed. Because the Legislature in the present case did no such thing. On the contrary, the intention of the Act was to preserve the navigation of the stream. In that view of the question, the Legislature had a right to authorize the erection of the bridge, and, in common sense, there can be no reason why it was not competent for the Legislature to do so. It is competent for the Legislature to authorize the erection of draw bridges, although the public still possess the right to pass along the stream, and in the present case the Legislature did no more than authorize the erection of a dam which would give McComb water for his mill, and they provided that he should make the dam in such a way that the navigability of the stream should not be injured. The Legislature therefore had a right to pass the Act, and that ground of defence is altogether out of the question in the present action.

The next question is, as to what rights were given McComb by this Act, which was made in April, 1813. By the first section he is given power to erect a dam, but there is no reference whatever in the Act to a bridge by which persons could pass over the stream. And here I may as well remark on the observations which have been made in relation to the bridge.

If McComb thought proper to add a bridge to the dam, I do not see that his doing so could affect his rights under the law. The law did not give him the right to erect a bridge or take toll, but having the right to make the dam, if he thought proper to add the bridge, and that his doing so did not injure the navigation of the stream, and left vessels the same facility of passing the dam as they would have if the bridge had not been erected, I think his building the bridge did not destroy his right under the law. And in relation to his taking toll: it was at the option of persons to pass it or not; but if any one chose to pass it and pay toll, the public had nothing to do with the matter. The erection of the bridge has, therefore, nothing to do with the case, and you are not to refer to the bridge at all, when considering your verdict, except as far as the injury which was done to it may be a question in determining the amount of damages. But McComb's right to erect the bridge or take toll has nothing to do with the case.

[The Court then read the Act under which McComb erected the dam, and compared the provisions of the law with the manner in which the dam was erected. The Act provided among other things, that the dam should be so erected that all vessels accustomed to navigate this stream could continue to do so, and that if any delay occurred to them from the dam being out of repair, or the non-attendance of a suitable person at the flood gates, for each and every such delay the owner of the dam shall pay a penalty of five dollars.]

It appears to me that this penalty related not as to how the dam was to be erected, but to the management of it after it was erected, and therefore if the dam was not made according to law, the provisions of a penalty in certain cases after the dam was built, could not take away the defendant's right to abate the nuisance if it was a nuisance.

The next question is, was the dam so constructed that vessels could pass freely at all times. In order to determine this we must first consider the question as to what sort of vessels the Act referred to. It is said by the plaintiff that the class of vessels referred to was only that of market boats, and that the Legislature could not have reference to any vessels with masts and sails. The law says that all vessels accustomed to pass there, should continue to do so, which means that all vessels which passed there before the dam was erected should be enabled to still pass there without any material inconvenience. Now it has been shown in evidence that during the revolutionary war, vessels of considerable size passed there for the convenience of the British. And after the revolutionary war, it is said that two vessels with masts but of what size does not appear, used to pass there. Since these vessels ceased to be employed, it does not appear that there was a very frequent use of vessels with masts, but it does appear that vessels of that class were used before the dam was erected. But in a stream of this description and terminating as it does, it could not be expected to find vessels of any considerable burthen on it, or if there were it must have been of rare occurrence.

But with respect to the other class of vessels it appears that until the dam was erected, persons living in that neighbourhood brought their marketing to New York in vessels, the size of which has not been distinctly shown. But whatever was the size, that was the class of vessels accustomed to navigate the stream. Now it is admitted on all sides that the dam was so made that at no time of the tide could vessels with masts ten feet high pass it, so that with regard to that sort of vessels the dam was certainly an obstruction.

This solid wall was built to above low water mark, according to some of the witnesses, two feet, and one witness said that he had walked across the whole dam on that wall. It seems, therefore, that at low water mark the smallest skiff could not pass it. You will therefore consider whether, from

all the evidence, the dam was built so that boats accustomed to pass it could do so.

If you think that the dam was built so that these vessels could freely pass it, then there is an end to the difference, and the plaintiff can recover.

In relation to the dam being a nuisance, it is conceded on all sides that if it was built without authority of the Legislature, or that the builder of it abused the authority of the Legislature, then it was unquestionably a nuisance.

Then comes the question, if it was that public nuisance which the defendant contends, had he a right to abate it.

The plaintiff says, even if it was a nuisance, that after twenty years acquiescence in it by those living there, the plaintiff had acquired such a right in it that no individual could remove it without due process by law. It is also conceded that if it was a nuisance, it could have been indicted and abated in that way. But the defendant thought proper to abate it himself.

There is no doubt that any public nuisance can be abated by any one whom it injures. For instance, if you are travelling on a road and that a barrier has been put across it, you can get out of your carriage and remove it. Therefore if this was a nuisance, a man coming to the dam with his vessel might remove as much of it as was necessary to let the vessel pass.

The difficulty is then, had the plaintiff acquired such a right in the dam that it could not be set aside without due process of law.

On this question my mind is by no means decided, and it requires much and serious consideration. I shall therefore put the question in such a shape that the parties can have it before all the Judges of this Court, and will lay it down to you that the Jury are to assess whatever damages they think the plaintiff has suffered.

I will instruct you that if you find that at the time the defendant removed part of the bridge it had been in that form twenty years, then the defendant had no right to remove it, and that his doing so made him a trespasser in the eye of the law, or if he removed more of the dam than was necessary to permit his vessel being navigated, he was also a trespasser.

On the subject of damages, the plaintiff claims, first, sufficient to restore his dam, and if he has a right to recover, it is essentially one item in his damages. But he has no right to have his bridge restored, as he had no right to have erected the bridge there, nor are you to include any thing for the loss of toll.

A witness has said that \$300 would be sufficient to restore the dam, and as to the mill, it does not appear that it was used since 1816 or 1817, and whether the plaintiff could have let it, or was prevented doing so by the conduct of the defendant, is entirely too vague to be taken into consideration. Verdict for plaintiff \$135.

For the plaintiff, Joseph Blunt and Mr. Jordan. For defendant, R. Morris and Mr. Ogden.

The late Commodore Patterson.

The New Orleans Bulletin has the following brief but interesting sketch of the important services rendered by this gallant officer during the assaults on New Orleans by the British forces in 1814:

The deceased was in the naval service about forty years, and was a midshipman in the Philadelphia frigate, when she was lost on the Tripolitan coast in the year 1803. With her officers and crew he endured the evils of captivity in the capital of that barbarous country for about two years. At the conclusion of that war he was ordered to New Orleans with a naval force under Commodore PONTRE, destined to co-operate with the army for the protection of this capital against the designs of Aaron Burr, who was suspected of being engaged in a plot to dismember the Union.

At the epoch of the invasion of Louisiana by the English in 1814, the naval forces on this station were under the command of Commodore Patterson, and he greatly distinguished himself by his zeal, his courage and the efficiency with which he aided the commander in chief in his plans for the defence of the country.—In the memorable night attack on the Eng-

lish camp on the 23d December, 1814, the commodore commanded in person the schr. Caroline, which vessel having dropped down the river to the point of attack in the dusk of the evening, the enemy, not aware of her character, hailed her repeatedly, without receiving an answer. When she had obtained her proper position, the voice of Patterson was distinctly heard from the shore, shouting to his crew—"Give them this for the honor of America!" A close and terrible fire of canister shot followed, which scattered the enemy in all directions. They rallied, however, and without being able to return the schooner's fire, they sheltered themselves as well as they could behind the levee, where they lay till they were again disturbed by the advancing of our troops. The schooner then ceased firing.

Four days afterwards Commodore Patterson was abreast of the lines in the ship Louisiana, which had been purchased into the service, and manned with seamen impressed in the streets of New Orleans, and when the British army advanced to the attack of our lines, she opened a terrible fire upon the columns, and materially aided in repulsing them.

After this abortive attempt to carry the lines, the seamen with their officers were placed at the batteries on shore. On the 8th January, when the final attack was made, Commodore Patterson had command of a few heavy guns on the opposite side of the river, which were intended to play upon the enemy's columns whilst marching to the assault, which every one knew they threatened to make on that day. A strong detachment of British troops was transported across the Mississippi in boats, and having routed the feeble band of militia under General David B. Morgan, stationed there for the defence of the battery, Commodore Patterson having used the utmost exertions in vain to arrest the flight of the fugitives, was obliged to spike his guns and retire to this side of the river in order to preserve himself and his men from being made prisoners. The assault on the lines of General Jackson being repulsed in a most signal manner, the British evacuated their new position on the opposite bank the same night, and Commodore Patterson resumed his station the next morning, and continued to annoy the British camp with an incessant fire of his heavy guns till the end of the campaign. In public orders and in private correspondence, General JACKSON bestowed upon his friend, the commodore, the warmest praise for the zeal, activity and ability with which he had acted during that trying period. Since the peace General Patterson has commanded American squadrons in various parts of the globe, and always kept up the efficiency of the ancient discipline and maintained with jealous exactitude the honor of the service. His original education had been of the kind best adapted to the vocation for which he was intended, and in after years he carefully improved his mind by study and observation. Like all men who pass their lives in the stirring scene of the naval service, he was full of information and anecdote, which he knew how to detail with tact and propriety. He was of the most amiable character in private life, and has left a widow (sister to Carlisle Pollock, Esq., of this city) and a numerous family of children to deplore his loss.

Com. P. was a native of Long Island, and at his death was about 58.

Destruction of a Wine Vault.

Epernay, 26th July, 1839.

I yesterday had a narrow escape, and thank God for it, with my friend Callier from Paris, who accompanied me to Rheims. We visited the champagne vaults of Messrs. Geisler & Co., which are very extensive, and a few minutes after our leaving, the entire vaulting gave way and fell in with a crash, destroying from four to six hundred thousand bottles of wine then preparing. It fortunately happened that no workmen or visitors were within it at the time, or the consequence would have been fatal.

It was reported that a foreigner was crushed, but this you can contradict, as not a person was injured; it was at half past 4 P. M., and all at dinner. Loss probably 200,000 francs. Respectfully,

GILBERT DAVIS.

New York Commercial Advertiser.

COMMERCE OF CONNECTICUT FROM 1791 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Duties paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.. .	.. .	710,353	.. .	214,267	.. .	18,140
1792	.. .	.. .	879,753	.. .	149,162	33	16,523
1793	.. .	.. .	770,255	.. .	169,770	1,198	18,015 85
1794	.. .	.. .	812,765	.. .	186,535	376	20,511 59
1795	.. .	.. .	819,465	.. .	168,798	1,796	23,549 91
1796	.. .	.. .	1,452,793	.. .	191,309	33,685	26,045 39
1797	.. .	.. .	814,506	.. .	160,488	30,398	19,634 25
1798	.. .	.. .	763,128	.. .	181,960	37,819	23,549 44
1799	.. .	.. .	1,143,818	.. .	334,870	21,021	31,632 63
1800	.. .	.. .	1,114,743	.. .	204,839	15,748	31,260 39
1801	.. .	.. .	1,446,216	.. .	367,861	15,721	34,465 58
1802	.. .	.. .	1,606,809	.. .	339,870	53,522	24,940 05
1803	1,238,388	10,183	1,248,571	.. .	350,110	21,402	26,770 54
1804	1,486,882	29,228	1,516,110	.. .	429,531	47,150	23,683 67
1805	1,353,537	90,190	1,443,727	.. .	464,592	80,488	29,563 31
1806	1,522,750	193,078	1,715,828	.. .	478,664	114,715	26,026 37
1807	1,519,083	105,644	1,624,727	.. .	464,467	114,896	27,071 11
1808	397,781	15,910	413,691	.. .	254,769	24,314	22,397 87
1809	655,228	11,255	666,513	.. .	163,684	16,729	21,306 46
1810	762,785	5,858	768,643	.. .	187,521	8,313	22,671 35
1811	994,216	38,138	1,032,354	.. .	256,361	3,709	26,502 65
1812	720,805	.. .	780,805	.. .	873,829	14,220	29,953 54
1813	968,729	5,574	974,303	.. .	448,595	24,557	24,241 00
1814	1,042,776	360	1,043,136	.. .	100,707	.. .	25,016 54
1815	383,135	.. .	383,135	.. .	230,220	35,261	33,472 12
1816	587,007	6,799	593,806	.. .	347,436	5,595	24,624 62
1817	574,290	29,849	604,139	.. .	176,837	5,855	21,127 64
1818	574,500	3,064	577,564	.. .	205,470	5,701	13,499 31
1819	437,851	683	438,534	.. .	238,190	3,038	14,378 30
1820	415,830	6,101	421,931	.. .	208,756	1,298	14,341 67
1821	366,180	10,007	376,187	312,090	196,193	2,940	14,084 85
1822	479,353	5,959	485,312	507,094	262,375	1,437	16,419 84
1823	480,041	1,120	481,161	456,463	242,496	6,096	16,258 81
1824	570,634	5,218	575,852	581,510	306,936	5,157	14,558 75
1825	684,686	4,584	689,270	707,478	275,933	10,856	13,084 78
1826	695,454	13,439	708,893	736,194	274,703	6,369	13,351 36
1827	567,100	23,175	590,275	630,004	189,823	12,196	14,704 76
1828	493,925	27,620	521,545	485,174	238,562	1,620	16,814 44
1829	450,985	6,985	457,970	309,538	166,544	29,304	16,916 42
1830	385,610	3,901	389,511	269,583	125,386	20,503	14,989 05
1831	482,073	810	482,883	405,066	113,125	12,433	17,064 43
1832	430,466	.. .	430,466	437,715	114,528	6,069	21,068 85
1833	427,803	.. .	427,803	352,014	87,122	3,887	21,805 33
1834	421,419	997	422,416	385,720	83,443	374	21,939 79
1835	487,510	25,460	512,970	439,502	82,742	1,441	26,112 74
1836	431,176	7,023	438,199	468,163	106,521	2,164	27,398 35*
1837	523,103	9,487	532,590	318,849	.. .	.. .	28,716 03*
1838	513,610	.. .	513,610	343,331	.. .	.. .	28,451 19*

* Ending 30th of September.

Artificial Ivory.—Certain parties in Sheffield have just obtained a patent for the making of a substance so nearly resembling ivory, and so applicable to all the purposes of that valuable material, that it is almost impossible to detect the difference. We have not ourselves seen the mock ivory, but we are told that in one instance a working cutler had a quantity of scales given out to him, consisting partly of the fictitious compound, and partly of ivory, and that he used them in hatching his knives, and returned his work without discovering the difference. We understand that an imitation tortoise shell is prepared and in use, which for some purpose is little inferior to some varieties of the real article. It may be expected therefore, that the quadruped and the reptile, for which our artists have hitherto been indebted for the precious substances above named, will henceforth be "left alone in their glory," the former of his tusks, and the latter of his cuticulae. —*Iris.*

Silk Culture in Mexico, &c.—A commencement has been made in planting the *Morus Multicaulis* and the raising of silk in Mexico, and such is the success in that fine climate, that immense orders are being sent to this country for the requisite supply of trees. In Trinidad and Guadalupe the French planters are turning their attention to this subject by way of resuscitating their fortunes, which have been so completely prostrated by the advantages that the culture of beet sugar possessed over the cane. Even in the island of Jamaica the great advantages of the culture of the mulberry and silk worm over other branches has attracted their attention, and the colonial legislature have passed a law granting a bounty of £30,000 sterling towards the formation of mulberry plantations. —*N. Y. Star.*

Dr. Jackson of Boston, and John B. Chandler, of Concord, have been appointed to make a geological survey of New Hampshire under a law of the legislature.

From the Worcester *Ægis*.

In the fourth volume of the new series of *Memoirs of the Royal Academy of Antiquaries of France*, recently published, we find an interesting notice of our fellow townsman Mr. Elihu Burritt. That gentleman who is distinguished for his acquirement of languages, having made proficiency in the Celtic by the aid of the works of M. Le Gonidec, addressed a letter in Celto-Breton to the society of which that distinguished antiquary lately deceased, was a member. The letter is published in the original Celtic with an accompanying French translation. The society returned a complimentary answer to Mr. Burritt, and transmitted to him the volume of their transactions.

The note of the committee of the society prefixed to the letter, contains evidence of the attainments of Mr. Burritt, derived from those who must be well acquainted with the language, which is still spoken in some departments of France.

It is remarkable that a young American blacksmith should be able to write a letter in Celtic, in which the critical skill of the learned readers should detect but one incorrect word, and that the royal antiquaries should use in reply their own native tongue.

The translations of the letter, the society's note, and the answer, are as literal as the idioms of the languages admit.

Letter in Celto-Breton, Addressed to the Royal Society of Antiquaries of France.

[In publishing the following letter, written by a young blacksmith of the United States, the society has wished to give encouragement to an artisan who, by the sole study of works of one of its members, has succeeded in writing a language which is spoken only in certain departments in France. It has thought also that the publicity given to this letter, would be an homage rendered to the memory of M. Le Gonidec, whom it has lost quite recently.

M. Audren de Kerdel, who has translated, literally, the letter of Elihu Burritt into French, observes that the author appears to be unacquainted with the idioms of the Breton language, but that all the words are pure Breton, except only the word *tearbennez*, which the author seems to have formed, and which the translator thinks may be rendered by *generosity*, deriving it from *tearvezout*, which signifies *to be generous*.—Note of the commission of the *Memoirs*]

To Messrs. the Members of the Royal Society of Antiquaries of France.

WORCESTER, State of Massachusetts, }
U. S. A. August 1, 1838. }

Gentlemen:—Will you pardon a young man and a stranger, for his boldness in addressing you in a language, for the knowledge of which he is a debtor to your goodness?

I am a young American blacksmith, and, although you may smile at the idea, I have conceived and cherished an ardent desire for the acquisition of the living and dead languages. For a long time I was unable to find works in the language of Europe and Asia; these works are very rare in this country; and I had expended all the avails of my labour in purchasing such as I could find. A year since, I came from the state of Connecticut to this place, which is Worcester, state of Massachusetts. The collection of the American Antiquarian Society are kept in this place. Here the goodness of its directors gave me access to all the works contained in their library. Among other invaluable works which I found here, were a Celto-Breton Dictionary and Grammar of the same language, presented to the A. A. S. by the Royal Society of Antiquaries of France. I found here also the learned *memoirs of the Celtic Academy of France*. I have read all these with much pleasure, and have ventured to thank you for them in that ancient language.

I labour two-thirds of the day at the forge, and the rest of my time devote to my studies. In this way I have acquired some knowledge of about fifty different languages. And now while I consider your unrivalled progress in every science, it is with the most profound respect, that I desire to offer you this testimonial of my gratitude for what I have received of

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you, and also for those unequalled works for which this country is indebted to your knowledge and generosity.

And if in the plenitude of your kindness, you should design to send me a line or two in French or any other language, I would preserve it as a rich mark of your condescension to a young man of a country far remote from yours. If it should please you to confer on me this honour, direct, if you please, to "*Elihu Burritt, care of the American Antiquarian Society*, Worcester, state of Massachusetts, U. S. A.

Pardon me, if you please, for hoping to receive from you such a proof of your generosity.

With the most profound respect,

And sincere cordiality, I am,

Gentlemen, your most humble and
Obedient servant,

ELIHU BURRITT.

Answer of M. de Lavillegille, Secretary of the Royal Antiquarian Society of France.

Société Royale Des Antiquaires De France, }
PARIS, March 11th, 1839. }

SIR:—The Royal Society of Antiquaries of France, has received the letter in Low Breton, which you addressed to it, August 1, 1838, and it has read with a lively interest the details which you gave in it of the employment of your time. It applauds your efforts and congratulates you on the results to which you have attained, in having such feeble means at your disposal.

The Society of Antiquaries lost, a few months since, M. Le Gonidec, author of the works in which you have acquired the principles of the Celto-Breton language.

While waiting to consecrate a special article to the memory of that distinguished antiquary, it has thought that it could not render a more beautiful homage to the merits of his labours, than by publishing your letter. The Society addresses you the volume in which the letter is inserted; and it prays you to accept it, Sir as an encouragement given to your studious application, which has enabled you to surmount difficulties of such a nature as would have discouraged a man less zealous and persevering than yourself.

Receive, Sir, the assurance of my
most distinguished consideration,

M. DE LAVILLEGILLE, Secretary.

Statistics of Paris.—The Prefect of the Seine delivered a few days since to the commercial notables of Paris his usual annual address on the commercial condition of the capital for 1838. It appears that at the end of last year there were 67,759 licensed traders, and the number of commercial notables was 920. In 1831, the licensed traders were 44,746, and the commercial notables 784. At the end of 1838, out of 28,348,000 frs. the amount of the four direct taxes for the year, 26,989,000 frs. were paid up. The consumption of Paris had increased during 1838, and the produce of the entrance duties was higher than since the revolution of July, being 31,862,000 frs. or upwards of 1,000,000 frs. more than in 1837. New erections had continued to increase; and during the year 2,519 permissions for building were granted, of which 403 were for entirely new houses and premises.—The exportations declared at the custom house of Paris amounted in 1838 to 99,128,144 frs. of which 63,620,775 frs. were for extraordinary exports, and 39,113,010 frs. for exports entitled to premiums. The entire exports in 1837, were 5,052,964 frs. less than in 1838. Last year upwards of 35,000 children, and more than 60,000 adults were admitted into the primary schools of Paris, and for which they paid 800,000 frs. as fees. In the present year, 1839, the number of pupils in the primary schools exceeds those in 1833 by 17,000.

John Forsyth, Jr. Esq. son of the Secretary of State, and one of the editors of the *Mobile Register*, has been appointed Commissioner on the part of this government to run the boundary line between Texas and the United States.

TEA.

From a recent English work entitled "Tea; its effects medicinal and moral," as quoted in the London Literary Gazette:

The tea-plant is evidently indigenous in many of the provinces of China, and in various situations serves in the fields as a hedge-shrub; but there are particular localities in which neither labour, skill, nor ingenuity are spared to bring it to the state of the highest perfection of which it is capable. It exists, indeed, in different parts of the Eastern hemisphere, but it is only in China that it has been extensively cultivated; for although the Javanese assert they have within the limits of their empire a shrub which is far superior to that which is found in China, we have no evidence of the fact, nor has any exportation been made of that of which they have so loudly boasted. The plant evidently flourishes over the greater portion of the Chinese empire; and there must be varieties produced by cultivation, which are not known in Europe, but which are said to be in high estimation among those people who can afford to purchase them. That which is best known to the European, and which, indeed, seems grown and prepared for the supply of our markets; is the produce of the central and maritime provinces of China, forming the richest and finest portion of the empire. From these, too, the most valued productions, and the more highly esteemed manufactures of various articles of dress and of luxury are obtained. The demand for exportation has necessarily increased its cultivation; and it is now successfully reared in many situations where it was formerly unknown or entirely neglected. The provinces of Fokien, of Keang-nan, of Chekeang, of Kian-si, and Kung-soo, yield the largest proportion; and the English resident is led to believe that from them the best supply is obtained; but the provinces immediately around Pekin afford that which is preferred by the luxurious citizen, and from those which border on the Tartarian region, the Russian and Muscovite draw their supplies which are of a kind and of a character which are much to be prized by the amateur of tea. It is in Fokien, or in "happy establishment," that a very large proportion of that tea which is the ordinary beverage of the tea drinkers of this country is grown. The shrub here acquires great luxuriance; is diligently watched over; its farm yards, its drying establishments, are on a scale of magnitude; and it furnishes us with a sound black tea, of sufficient aroma, strength and taste to gratify the palate.

When the shrub has grown about three years, the leaves are ready for picking. This is done with the greatest care; they are not plucked by handfuls, but each leaf separately. They are thus, although the process be somewhat tedious, enabled to collect in the course of the day, fifteen pounds. The following account has been given of a tea farm which supplies the imperial family with imperial or bloom tea: "The plantation is enclosed with hedges, and likewise surrounded with a broad ditch for further security. The trees are planted to form regular rows, with intervening walks. Persons are appointed to superintend the place, and preserve the leaves from injury or dirt. The labourers who are to gather them, for some weeks before they begin, abstain from every kind of gross food, or whatever might endanger communicating any ill flavour; they pluck them, also, with no less delicacy, having on thin gloves." During the tea harvest it would seem, great attention is paid to the diet of the husbandman. In the common tea-plant, the commencement of the leaf gathering takes place in the spring; and three different crops are obtained during the summer. Scarcely, in the first instance, has the leaf attained its growth, and whilst it is yet budding into life than the picking commences; and the tea will be fine in proportion to the tender age of the leaf; the most agreeable aroma and the most delicious flavour are then obtained from it. A soft white down covers the first leaflets, which is called in the Chinese language, pa-ho, and hence our name pekoe, the most exquisitely flavoured of those teas with which we are acquainted. Trees, until they reach the sixth year, furnish this tea. A few days' longer growth supplies us with the black leaf pekoe. In the month of May, the leaves that have grown since the first gathering, having arrived at maturity,

are stripped from the trees; these form the souchong—the season-choung—the small or scarce sort.' About six weeks after this, there is a third gathering of the new crop thrown out; and from the Chinese word, koong-fou, signifying labour or assiduity, springs our term congou. From this a particular part is selected, called kien-poei, a selection which is known to us under the name of campoy. The tea familiar to us under the appellation of bohea should be the produce of the district from which it derives its name; it is a rough preparation of the latter growth leaves, which yields beverage of little strength and of inferior flavour. Green teas undergo the same kind of harvest. From the tender leaflets is produced hyson; and a very expensive kind, loontsing, is more particularly prized; it was called yutsein, 'before the rains,' whilst hyson is a corruption 'flowery spring.' The gunpowder is a hyson gathered with great attention and rolled with much nicety and care; indeed, it would appear to be a selection of the more delicate leaves. The coarser and yellow leaves remaining after this selection are called hyson skin.—The twankay is the last gathered crop, and consists of an older leaf, in which less attention is paid to the manipulations. The judgment shown in collecting the leaves at the various season evinces a great knowledge of vegetable organization, and of the succession of phenomena which are developed during the progress of life. It is in the early spring that the sap or vegetable blood has little to convey to the leaf but the mucilaginous principle and the aroma, peculiar to each vegetable, of whose existence we are by its effects rendered sensible, but of which our means of examination are so limited. On the first bursting into existence, leaves and flowers are endued with an evanescent odour, which art has attempted to fix, and diffuse through other bodies. Upon this, much of the flavour of the plant depends; and if we would wish to obtain all that strikingly characterizes the vegetable, we must gather it as soon as this principle is at all developed.—At a later period of the year not only has the aromatic principle been exhaled, but the mucilaginous properties are exchanged. A great proportion of the earthy phosphates exist in all plants in the month of May, but they are much diminished as the year advances.

Many experienced persons believe that the green tea is altogether artificially prepared; whilst others consider that the black is the same leaf, but that it undergoes the process which gives it colour, and renders it much milder in its effects. The Chinese themselves rarely drink the green tea, and then only the produce of particular farms, which have obtained a high character. The leaves of all of them are much more liable to be changed by the action of the atmospheric air, and very speedily lose that beautiful bloom which, among many tea-drinkers, is highly valued. The heavier these teas weigh, the better they are imagined to be; and they are much oftener scented by some other leaf; and great is the attention of the factor given to attract his customer by the fragrance and by the appearance. He often gives additional dryness to the leaf after damp weather; and generally, immediately before he brings it in the market for sale, he again dries it, to give the crispness which should belong to it. It often happens that those teas which strike the eye at Canton, are found on their arrival in America, where they are very much esteemed and generally preferred to the black, not to satisfy the consumer, from the changes that have occurred during the voyage. These teas are often dried over the fumes of burning indigo; and a very small quantity, mixed with powdered gypsum, is delicately sprinkled over them, which adds to the colour. Different modes of flavouring the tea are likewise practised; the blossom buds of fragrant flowers are thrown amongst the finest tea. In the loontsing pekoe these are very discernible. After torrefaction has taken place in the iron pans destined for that purpose, the dried leaves are delicately touched with a camel-hair pencil, which has been dipped in spirituous solutions of resinous and aromatic gums; and for this purpose a number of children are employed.—The Chinese distinguish two kinds, more particularly the boui, or boustcha, and the soumlo, which are reserved for the invalid. They likewise make it into cakes; and of this sort there is a particular kind, called mandarin tea, which is an extract from the leaves. This is rarely imported into

England. Sir Anthony Carlisle presented, however, a very fine specimen of it to the Royal Medico Botanical Society; it was in the form of a dry, solid, blackish mass, easily broken and reduced to powder. There are other varieties which occasionally find their way into this country as presents.—Ning-yong, puchong, orange pekoe, hung muey, have become within a few years familiar to us; and there is little doubt other names will soon be made known to us, and their characters will be investigated and compared. Amongst those that are brought to the Canton markets are, quongsow, heeh ke, kee cheem, sing kee, quang tay, quang fat, quang brack, ka kee, cheem chunn, wa chunn, yock chunn, and euphonous names, which may hereafter be as well known to us as any of those which, from their long reputation, have become the standard teas. There is a tea known throughout the north of Europe under the name of caravan tea, and in some places under that of kaiser-tea, or the emperor's tea, imported into Russia by the way of Kiachta. It is seldom found in this country; the leaf is remarkably large, not much dried, and of a deep black colour, mixed with footstalks of the plant, and occasional slender twigs of the smallest dimensions. These teas are in all respects superior in point of taste and flavour to those consumed in England, France and Holland. They are not the produce of the provinces which furnish these markets, but of the centre of China.—They are conveyed by land to which much of their superiority is to be attributed, as the sea voyage deteriorates all teas, and causes them to lose their strength, freshness and flavour. As Mr. Crawford has observed, the difference between the teas coming sea-wise, and those brought by land through Kiachta is so remarkable, that it is no exaggeration to say, that a pound of the last goes as far as two pounds of the first.

There was an idea once prevalent, that the colour of the green tea was to be ascribed to the drying the leaves on copper; but nothing can be more unfounded than such an opinion as the pans, one of which was sent home by an officer of the East India Company, are of cast iron. That copper may be detected in tea is true; but Bucholz has shown that it exists in several vegetables; indeed, there are proofs that it enters into the composition of a great proportion of animal and vegetable matter. It is found in coffee in very striking quantities; from ten ounces of unroasted coffee there may be obtained, by the proper manipulations, a dense precipitate, which will coat two inches of harpsichord wire with metallic copper. And he who eats a sandwich has much more to fear from the poisonous effects of this metal, than the drinker of green tea; for the two slices of bread, the beef and the mustard, all have been proved, by the examination of the chemist, to be capable of forming in the stomach a metallic crust; indeed the only safe food would be potatoes, for in three pounds no copper could be traced.

The lower order of people speak of spending their coppers; they never dreamed that in return they were swallowing copper; but science teaches us many new things. Another instance of it is in making the Black one Green:—

That damaged black leaves can be manufactured into green; an anecdote related by Mr. Davis fully proves. The remission of the tea duties in the United States occasioned in the years 1832 and 1833, a demand for green teas at Canton, which could not be supplied by the arrivals from the provinces. The Americans, however, were obliged to sail with cargoes of green teas within the favourable season; they were determined to have these teas, and the Chinese were determined they should be supplied. Certain rumours being afloat concerning the manufacture of green from old black leaves, Mr. Davis became curious to ascertain the fact, and with some difficulty persuaded a Hong merchant to conduct him, accompanied by one of the inspectors to the place where the operation was carried on. Upon reaching the opposite side of the river, and entering one of these laboratories of factitious hyson, the parties were witnesses to a strange scene. In the first place large quantities of black tea, which had been damaged in consequence of the floods of the previous autumn were drying in baskets with sieve bottoms, placed over pans of charcoal. The dried leaves were then transferred in portions of a few pounds each to a great number of cast iron

pans, imbedded in chunam or mortar, over furnaces. At each pan stood a workman, stirring the tea rapidly round with his hand, having previously added a small quantity of turmeric, in powder, which, of course, gave the leaves a yellowish or orange tinge; but they were still to be made green. For this purpose some lumps of fine blue were produced, together with a white substance, in powder, which from the names given to them by the workmen, as well as their appearance, were known at once to be prussian blue and gypsum. These were triturated finely together with a small pestle, in such proportion as reduced the dark colours of the blue to a light shade; and a quantity equal to a small teaspoonful of powder being added to the yellowish leaves, these were stirred, as before, over the fire until the tea had taken the fine bloom color of hyson, with much the same scent. To prevent all possibility of error regarding the substance employed, samples of them together with the specimens of the leaves in each stage of the process, were carried away from the place. The tea was then handed in small quantities, on broad shallow baskets, to a number of women and children, who carefully picked out the stalks and coarse or uncurried leaves; and when this had been done, it was passed in succession through sieves of different degrees of fineness. The first sifting was sold as hyson skin, and the last bore the name of young hyson. The Chinese seemed quite conscious of the real character of the occupation in which they were engaged; for, on attempting to enter several other places where the same process was going on, the doors were speedily closed upon the party.

Costly Wines.—In one of the cellars of the Hotel de Ville, at Bremen called the Rose cellar, from the circumstance of its having a bas-relief representing roses, there is some famous wine kept, hence called *Rosenwein*. Some of this wine is 214 years old; six pieces of Johannisberg and six of Hochheimer having been stored there in the year 1624. In one part of the cellar there are other wines of the same growth, only a few years less old, which are contained in 12 large casks, each of which bears the name of one of the apostles, and the wine of Judas, notwithstanding the reprobation attached to the name is more esteemed than the others. Wines of different years are in other parts of the cellar. When a few bottles of the Rosenwein are drawn off they are replaced by the wine of the apostles; the latter by wine less aged, and so on, the sacred casks being thus kept constantly filled. A great calculator at Bremen has reckoned that a single bottle of the Rosenwein ought to cost 2,000,000 rix dollars or about 8,000,000 francs! The truth of the statement has been verified by the calculation. He proceeds on the supposition that a piece of wine containing 5 oxhoft of 204 bottles each, cost in 1624, 500 rix dollars; and calculating the expense of keeping up the cellar, the taxes and the compound interest; an oxhoft ought to cost at the present day 557,957,240 rix dollars! consequently a bottle ought to be 2,723,204 rix dollars; a glass, or eighth part of a bottle, 340,476 rix dollars or 1,361,904 francs; and a single drop, reckoning 1000 drops to a glass, 340 rix dollars, or 1,362 francs! The wine of the apostles, particularly the Rosenwein, can only be sold to a citizen of Bremen. The burgomasters have simply the permission of taking a few bottles for their private use, or as presents for sovereign princes. A citizen of Bremen, in case of severe illness, is allowed to have one bottle for five rix dollars, but in order to obtain it he must have the certificate of a physician, and the consent of the burgomaster and municipal council. Any poor inhabitant of Bremen may have a bottle under the same conditions, and a citizen may purchase a bottle for any distinguished person of German or European celebrity. It was customary also to send a bottle of the Rosenwein to Goethe on his fete day. During the occupation of Bremen by the French army, the generals of the empire drunk largely upon the stock, from which circumstance the citizens are accustomed to say that they have paid a larger contribution to France than all the other German towns put together.

The proposed amendment to the Constitution of Maine, limiting the tenure of judicial offices—has prevailed by a large majority.

Baltimore County Court.

The important case of the estate of John Gooding *vs.* the Union Bank of Maryland, was called for trial yesterday morning. The case is upwards of twenty years standing, and grows out of a transaction had by Gooding in 1819, with Ralph Higginbotham, then Cashier of the Union Bank. In that year Gooding, by a mortgage on money due and lands, borrowed the notes of three persons for \$25,000. These three notes Higginbotham discounted, as it subsequently appeared, with the funds of the Bank, though without the authority of the board of Directors. On the discovery of this fact by the Directors, Higginbotham handed over to the Bank the notes discounted, and the drawers transferred to the Bank the security they had received from Gooding, on condition that the Bank should look to Gooding and the property mortgaged by him, for the payment of the notes. Subsequently Gooding became insolvent, and obtained the benefit of the laws in such cases. The suit is now brought by the estate of Gooding to recover from the Bank the security which the drawers of the notes, above mentioned, it is alleged, improperly transferred to the Bank. Messrs. Johnson, Nelson, and N. Williams are counsel for the plaintiff, and McMahon, Kennedy and Glenn for the defendant. The jury this morning returned a verdict in favour of the Bank.—*Balt. Pat.*

A big Gun.—They have recently cast a gun, in Alger's foundry, at South Boston, which will make a fair match for "Queen Ann's Pocket Piece." It was made under the superintendence of Col. Bomford, of the Ordnance department, by direction of the Secretary of War, (some Philadelphia wag will presently be using up the Colonel's name in a "remarkable coincidence" paragraph, on big guns and bombs, &c.) and its dimensions are, according to the *Courier* as follows:

	Inches.
Whole length of gun from end to cascable,	111
Length of bore, including chamber,	90
Length from rear of base to muzzle,	96
Diameter at the base ring,	31.25
" at the tulips,	26.51
" at the muzzle,	20.05
" of trunnions,	13
" of bore,	10
Estimated weight of gun, finished,	15,500 lbs.
" " of metal used in casting,	19,645 "
" " of ball,	133 "
" " of shell,	90 "
Weight of powder for a full or larger charge,	18 "

The pattern from which it was cast will be exhibited at the Fair of the Mechanic Association next week.—*Boston Transcript.*

CANTON.

The editors of the *Journal of Commerce* have been favoured with the following letter from an American gentleman in Canton, which is supposed to express substantially the views of most others of his countrymen there residing.

CANTON, April 4, 1839.

The late events connected with the opium trade, which are fully detailed in the papers of the day, and the arbitrary course of the Chinese Government in relation to it, give rise to various reflections, and among the most prominent is the question—shall we be safe in future from outrages similar to those which have been committed upon our property, as well as our personal liberty? To enable the distant reader to understand the subject clearly, and to be aware what risks he assumes when he embarks in the Chinese trade, I will give a short history of the opium business, its rise and progress, leaving the prints of the day to record its fall. In 1816-17, the import of Indian opium was 3210 chests, value \$3,657,000. In 1821-22, it amounted to 4,628 chests, value \$8,314,000. In 1828-29—13,123 chests, value \$12,535,

115. In 1832-33—23,670 chests, value \$16,832,759.—In 1837-38—20,040 chests, value \$10,883,157; this includes only the opium sold at the outside station, and not that carried up the coast. In 1832-33 the quantity was larger than ever before or since; the quantity delivered as above stated, exclusive of Turkey opium, being from 1831 to 1838 an average of 18,820 chests, value \$12,198,578. It will be seen by the annexed table that the quantity has increased, while the value has much diminished; for in 1820-21, 4,770 chests were sold for \$8,400,800, while 20,040 chests in 1837-38 produced only \$10,883,157, and in the intermediate season of 1827-28, 9,536 chests produced \$10,425,075. This statement, as I have before remarked, only shows the deliveries at Lintin, besides which a considerable trade has been carried on along the coast, mostly in British vessels. During the season of 1836-37, the whole value of opium imported into China, including Turkey, was but little short of twenty millions of dollars, or about 28,197 chests, whereas the deliveries at Lintin that season were only 21,509 chests, value \$14,287,330—consequently about 7,000 chests, value about \$3,500,000, must have found a market along the coast, and it may be safely estimated that, during the season of 1837-38 the amount thus disposed of exceeded that sum, and must have added say six millions to the \$10,883,157 set down in the table. These data are sufficient to show the importance of the trade, and to prove conclusively that such a vast amount of property could not have been introduced into China but with the consent and assistance of the local government.—The business had been conducted till within two or three years by brokers established in Canton, who openly purchased opium of the agents, paying cash and receiving an order on the store ship for its delivery; no branch of the foreign trade has been conducted with more facility until within the period above named; the arrangements between the brokers and the local government were well understood, and a considerable proportion of the opium was delivered to the Viceroy and the Hoppo or Collector of customs, particularly when edicts were published against the trade, for at such times the government boats, upon the pretence of vigilance in the prosecution of their duty, were more frequently seen alongside the store ships at Lintin, and it is a matter of notoriety that these empty fulminations, (which are now quoted as solemn warnings repeatedly given to discontinue the trade) were only carried into effect so far as to keep the smugglers out of the market, while the officers alluded to were making a speculation themselves. I have thus shown that this immense trade has grown up gradually under the fostering care of the government. It cannot be denied that the evils arising out of it have been great, and may be justly compared with those arising from the sale of ardent spirits, but I must be understood as dealing with the subject as a commercial question exclusively, and one that demands the notice of all Western governments.

There are many extenuating circumstances connected with the opium traffic; among which is the fact that it has been produced principally by the most honourable and most powerful company of merchants that ever existed in any age, the East India Company, and it has been sold here by agents as honest, to say the least, as any class of private merchants, and as I have shown above, has been carefully fostered by the Chinese Government up to a very late period. How can it be asked "why we demand indemnity" for the robbery which has taken place? This vast amount of capital cut off at one blow from the general trade must cause the ruin of many honest men unless indemnity is received from our Governments, not only for the opium given up at the requisition of a tyrant, but for the unwarrantable detention of our ships and property in no way connected with opium; apologies must also be demanded for the personal outrages to which we have been compelled to submit, and which if passively endured must render our very lives unsafe.

If opium had been the only article to which the odium of smuggled goods could attach, we might have some confidence in the honesty of government in their present measures; but it is notorious that many other articles of import are introduced under the connivance of the local authorities, without paying the regular duties. It is equally notorious that ships

professing to bring in rice only, are partly laden with other produce; and it is also known that they do not (except in rare cases) bring into port the quantity prescribed by law. I might cite numberless instances where the law is openly evaded, while I could find very few where it is strictly adhered to, even by those who have lifted up their voices against the opium trade—as if all other descriptions of smuggling were pardonable except opium smuggling.

Can it be maintained then that the government has not countenanced, nay protected us in the evasion of the law? At the door of the government rests the responsibility of acts such as have just passed. The government is venal and corrupt from the highest mandarin to the lowest tide waiter, and unless the western governments make use of the present crisis to demand a favourable commercial treaty, they may never find sufficient cause again. We should demand first indemnity to those who have suffered detention and damage, and who are in nowise connected with the *opium trade*, which is the only fashionable sin of the day; secondly, we should demand at the hands of our respective governments a specific scale of duties. The effect of this will be to do away with the store ships outside the river, whose position must be precarious in future, for they may be innocently implicated in the opium trade, which will no doubt be carried on to a limited extent by the desperate, it cannot be supposed that the vast influx of opium is to be cut off at a blow, nor can it be supposed that a people who have been addicted to so insidious a vice, can be cured at once.

It is certain that no respectable Canton house will have anything to do with the trade in future, but there will be a forced trade in armed vessels on the coast, and if by an accident a native is killed, we shall be guarded and held responsible even with our lives; we should demand a guarantee against all such acts. It is in vain to expect concessions on the part of the Chinese, unless our demands are seconded by an adequate naval force, having full power to act against the government, and if necessary in conjunction with other powers. If it should be determined to take active measures to place the trade and our persons in security upon a better footing, due notice should be given, that we may wind up our affairs, and leave Canton before the appearance of any such force. A favourable negotiation is not to be effected while we are subject to be locked up in our houses and held as hostages as we have lately been; all the residents at Canton must be placed in security before any demands are made, and certainly before any measures are taken to enforce such demands. Let it not be imagined that I ask for a renewal of the opium trade; it is desirable that it should be forever abolished. I do not contend that we have a *proscriptive* right to import opium or any other goods because the mandarins are willing to wink at such irregularities in future, but I desire to see the general trade established upon an honest and *well understood* footing, so that when a party embarks in the China trade, he can calculate his charges before he sets sail, and be aware of the responsibilities he is to be under to the government—and if he then breaks the law, he must stand the consequences. As we are now situated, we can never be sure that any one of the customary irregularities may not be made the subject of a stoppage of the whole trade, and thus may be involved a vast amount of *property*, as well as the liberties and perhaps the lives of the innocent; the policy of the Chinese is to make the whole foreign trade responsible for any overt illegal act of a foreigner.

Let it not be said, "if you choose to come to China you must submit to her laws;" we are willing to do this provided the guilty only are involved, and if the laws are administered in such a way as to be understood by all, and not to be subject to the caprice of any government agents who may be especially empowered to cure some existing evil.

We ask only justice, and we fear justice can never be secured to us, unless demanded in advance of the emergency. The public prints containing accounts of the late proceedings, will show that indemnity is expected by British subjects from their government; the property of British subjects has been surrendered to the agent of the government at his requisition, and the general opinion is, that Great Britain will demand payment of the Chinese government, and support her de-

mand by a naval force; if this government refuse to make any allowance for the opium given up, and which has cost British subjects over ten millions of dollars, England may, in consideration of an annual revenue of four million pounds, ask only for a favourable commercial treaty; if this is also refused, and England quietly puts up with the robbery and the insults heaped upon her agent, and retires, leaving the field to her merchants, they must bow to the yoke, and it will avail nothing that we demand facilities. If on the other hand, satisfaction is determined upon, the naval force will blockade the ports, and it will be necessary for us to have a force here to protect our commerce and our persons from being held responsible for the acts of the English, or if necessary, to take part with England in demanding favourable terms—or at least to prevent any paper blockade from interfering with our commerce.

Some responsible person should be sent here with a competent force as soon as possible, or every American merchant must leave the country, or stand in danger of being made responsible for acts over which he can have no control.—F.

VALUE OF OPIUM

Delivered at Lintin in China during the Seasons from 1816 to 1818, ending 31st March of each year; exclusive of Turkey.

SEASONS.	PANTA AND BENARES.	MALAWA.	TOTAL.
	Chests.	Price.	Value.
April 1st to 31st March.			
1816 to 1817 -	2810	1200	\$3,138,000
1817 to 1818 -	2530	1265	3,200,450
1818 to 1819 -	3060	1000	3,060,000
1819 to 1820 -	2970	1235	3,667,950
1820 to 1821 -	3060	1900	5,814,000
1821 to 1822 -	2910	2075	6,038,250
1822 to 1823 -	1822	1552	2,838,930
1823 to 1824 -	2910	1600	4,656,000
1824 to 1825 -	2655	1175	3,119,625
1825 to 1826 -	3442	913	3,147,755
1826 to 1827 -	3661	1002	3,668,668
1827 to 1828 -	5134	998	5,125,155
1828 to 1829 -	6065	940	5,684,285
1829 to 1830 -	7143	860	6,148,677
1830 to 1831 -	6660	870	5,790,204
1831 to 1832 -	5672	867	4,918,415
1832 to 1833 -	8267	792	6,551,059
1833 to 1834 -	8672	639	5,546,846
1834 to 1835 -	7767	572	4,431,845
1835 to 1836 -	6173	695	4,292,900
1836 to 1837 -	8078	724	5,848,256
1837 to 1838 -	6165	633	3,908,129
			13875
			608
			6,980,028
			20,040
			10,863,157

NOTE.—The opium trade upon the coast of China east of Canton began to be of importance in the years 1832-3, since when it has rapidly increased, and bid fair to exceed that carried on at the Lintin station.

Fractions of chests and of dollars in fine are rejected, which would make the table appear incorrect if critically examined.—*Journal of Commerce.*

Extract from Gen. Howard's Address.

STEAM AND RAIL ROAD A DEFENCE.

On the laying of the corner stone of the new monument about to be erected on the battle ground at North Point.

There is one circumstance in the narrative of the defence of Baltimore upon which the attention can dwell with peculiar pleasure. It is the cheerfulness and promptness with which our fellow-citizens in the interior of the country repaired to our assistance. Three companies from Pennsylvania, from York, Hanover and Marietta,—and one from Hagerstown, threw themselves into General Stricker's Brigade, and bore an honourable share in the fatigues and dangers of the day. Large bodies of troops from Virginia and Pennsylvania, as well as from many parts of our own state, hastened to our relief with a brotherly affection. Two brigades of Virginia militia, amounting to 2000 men, constituted a part of Gen. Winder's immediate command which hovered over the right flank of the British army during the whole of its stay before the entrenchments. In the day of Tuesday this force was increased by the whole, or nearly the whole of General Stricker's brigade; so that, if Col. Brooke had attempted a circuitous route to the city, he would have had in his front a body of 6000 men, whilst an equal number would have marched out from the entrenchment and assailed him in flank. The number which were collected enabled General Smith thus to place his troops in a position which menaced his enemy on every quarter, and assume an attitude which manifested high military skill. To those troops who left their peaceful homes amongst the hills where the sound of the hostile cannon as it reverberated along the shores of our inlets would never have reached, and took their stand by our side, the profoundest gratitude of the people of Baltimore will ever be due. Large bodies of men from Pennsylvania particularly, could not reach us in time, owing to the distance which they had to march. But how would it be now, with our railroads running out from the city in every direction? How many men could be found coming to our help, if another attack were threatened. It is not an extravagant calculation, that in forty-eight hours we could add 10,000 men to our own disposable force, and in ten days 40,000. The facility with which troops can be moved upon railroads ensures the safety of all our commercial cities from any assault by land. Nothing will show the vast change in the power of defence more clearly than a reference to the two following pieces of history. Early in October, 1814, the British fleet was still lying in the lower waters of the Chesapeake Bay, within ten or twelve hours' sail of the mouth of the Patuxent. As it was entirely uncertain whether they would not renew the attack upon Baltimore, a large portion of the troops concentrated for its defence having been disbanded, and as the progress of the vessels up the bay had been found by experience to be quite as rapid as the motions of a line of videttes along the winding shore, the unrelaxing vigilance of General Smith was employed in providing for such a fresh onset.

A camp of choice troops from Philadelphia had been formed at Kennet's square, under the command of General Cadwallader, who, with a spirit highly honourable to his character, offered to take a station somewhere near Havre-de-Grace, so that he could march to the relief of Baltimore, if it should be attacked again, without uncovering Philadelphia, if that should become the invaded city. The offer was gratefully accepted by General Smith, and the consent of the Secretary of War obtained: but the Governor of Pennsylvania interposed his authority and forbade the movement under the apprehension that it might not be found practicable to reach Philadelphia in time from the banks of the Susquehanna. It is not intended to censure the Governor for this great and perhaps unnecessary scrupulosity in protecting his own state, but to ask who, at this day, would entertain a doubt of the power of transporting 1000 men or more, in a few hours from the Susquehanna to either Philadelphia or Baltimore.

Again:—The Secretary of War proposed the establishment of a large camp in the vicinity of Snowden's, or about half way between Washington and Baltimore, so as to be within reach of either of these cities, if they should again be troubled; and to place there the Pennsylvania troops who

were still on duty at Baltimore. General Smith strenuously resisted the plan of withdrawing any part of the troops, and satisfied Col. Monroe by reference to actual experience, that the fleet could move up the Bay, land its soldiers and renew the attack upon Baltimore before the troops could be put in motion and arrive for its defence. The purpose was abandoned, and an order which had been issued to carry it into effect recalled. Who now would hesitate about the practicability of moving a brigade or even a division from that point, with about as much celerity as troops could march from one end of the city to another? A recent visit of the Light Division from Baltimore to Washington, for the purpose of spending the day, and easy return on the same evening, without any extraordinary effort of transportation, and the presence of many beautiful corps from other places, who have paid us the high compliment of joining in this celebration, will show conclusively how much the defensive powers of the country are augmented by these modern inventions. In August, 1814, the brigade which marched to Washington under Col. Joseph Sterret, left Baltimore on Sunday afternoon, having been regularly called into service on the preceding Friday. The unfortunate action of Bladensburg did not occur until Wednesday morning.

In the interval between Friday and Wednesday, how many troops can now be brought from various directions and concentrated upon Washington! Without precisely answering the question it may safely be asserted, that enough can be assembled to resist any force that will be likely to be brought against it. The abundant supply of arms at Harper's Ferry can be distributed in a few hours or a day or two to any point not further than New York. The railroad system too, is becoming rapidly extended; and every additional mile that is laid down, is a partial contribution to the security of our cities from invasion. Considered in this point of view alone, apart from all the advantages of commerce, the railroads of the country are worth all the money which has been expended upon their constructions.

But, although these auxiliary means of defence may tend to guard our towns from a land force, yet a new power has arisen in war which, like all important inventions, will essentially change the existing state of things; a power which scorns all dependence upon the winds for its motion; which is, upon water, what the fierceness and speed of the war horse is upon the land, and which may bring the news of its own approach to an unsuspecting community, quietly reposing in the tranquillity of night. Against this new mode of warfare, new defences must be found. But fortunately, the bane and antidote exist together.

The fire which sometimes pursues the traveller in the western prairies, threatening to overtake and overwhelm him in inevitable destruction, affords him also a certain escape from danger, when used in self-defence. The power of steam is more efficacious as a weapon of protection than of annoyance. This is not a proper occasion to follow out such reflections, for I fear that I have already trespassed upon your patience. It is sufficient for us to know, that as the likelihood of war diminishes in the civilized world by the gradual encroachment of popular principles upon the ancient governments of Europe, so in like proportion will the evils of an existing war be diminished, at least as it regards the American nation. Popular governments are essentially pacific.

The age has passed away in which nearly the whole of Europe could be involved in war to decide whether the grandson of one crowned head or the brother of another, should be seated on the throne of an independent kingdom. That great power, representing the interests of the people at large, which has risen up in Europe of late years, and like the primeval granite in the physical world, has burst through the superincumbent strata which laid over it, will not suffer trivial causes to produce wars. Whatever involves the United States in war must be a case of clear justice; and when such a case occurs, let us hope that the united energies of the nation will be exerted to carry it safely through. A popular government, when sustained by the people, is the strongest that can be framed, and the memorials which even under a monarchical system, are erected in honour of those who have served the state, spring from, while they appeal to, the popular mind.

Thus, the monument of Nelson was consecrated by an universal burst of public feeling, rousing the national sensibility in its deepest recesses, because the people were its originators. We might ask, in no spirit of triumph over a fallen enemy, what misjudging taste directed the decoration of the monument to the memory of Ross, with the broken flag-staff of the emblem of the United States.

Here in the midst of this assembly we can feel how a republican people estimate their common benefactors, living or dead, and here, whilst the heart is throbbing with the profoundest emotions of gratitude and respect, we can renew, as around the altar of our country, our vows of affectionate allegiance and pledge in her defence, as our ancestors did of old, our lives, our fortunes and our sacred honour!

One thing more remains to be said. It is to express a hope, that after this Monument shall be erected, no wanton spirit of devastation may mutilate the symmetry of its appearance. It is recorded in the sacred volume, that after the passage of the Jordan, Joshua was commanded to take twelve stones "out of the place where the priest's feet stood firm," and set them up as memorials. And Joshua said to the people, "when your children shall ask their fathers in time to come, saying, what mean these stones, ye shall let your children know that Israel came over this Jordan on dry land;"—and the historian, at a long subsequent date, adds that the stones "are there unto this day." Can we not diffuse amongst our community a kindred spirit of preservation, so as that our children's children at a far distant period may say that the stones which we set up on the ground where the soldier's feet stood firm, "are there unto this day?" One humble tribute of respect, erected to commemorate the valour of the dead by a company which he who now addresses you had the honour to command, has been partially defaced by the carelessness or idleness, or a spirit of mischief. Let us teach the rising generation to regard this one with the same feeling which hallows the tombs of the dead, so that the Monument may stand, with unchanged aspect, until gratitude ceases to be honourable to human nature, or patriotism a virtue.

Use of Barometers at Sea.

The New Bedford Mercury publishes the following extract from the letter of an intelligent shipmaster to his owners in Fairhaven, with some remarks, by *an old shipper*, which shows the utility of barometrical observations. We subjoin a part of the remarks.

"After recruiting we proceeded to Navigator's Islands, and on the 27th December, off Newfoundland took a large whale. We had finished boiling the body and began on the head, when we were overtaken by a dreadful hurricane, which came on rather suddenly—*though the barometer indicated a storm early in the morning*. At 40 A. M. of the 28th, the barometer was at 29.00!! and *falling rapidly*, with torrents of rain. Prepared for a storm by putting out the fires and making snug boats, oil and junk, (which was not cut up.) On the 29th, at 2 P. M. the fore-topmast-stay-sail blew away, furling every thing but the main spencer. At 3, P. M. the three lee boats were washed away. About this time the wind lulled; set the main-top-sail to steady the ship—the whale's head got adrift, the oil casks washed out of the lashings and were going from side to side with great violence. Fortunately we secured them before the staunchions were carried away by them, which probably would have opened the plank-shear, the danger from which in a hurricane every seaman can realize. By the time this was done, saw the wind coming from the N. W. running like thunder, (first of the gale was N. N. E.) We attempted to take in the main-top-sail but failed—the fury of the hurricane soon blew it to pieces. At 4 P. M., the barometer 27.50!!! and the gale dreadful. At 4 30, the ship lay nearly on her beam ends, *the fore scuttle and fore hatch being under water*, and the sea rushing down the whole bigness of them, the ship appeared to settle gradually and the crew had left the pumps. I now ordered the oil casks stove, which relieved the ship for the moment. The starboard boat was blown up the mizen rigging and lost—it was impossible to save her. So furious were the gusts of wind it was difficult for the seamen to hold

on hard enough to prevent themselves from being blown away. All seemed now to have given up for lost. Anxious however to preserve life as long as possible, each one of the crew clung to some ropes to windward, or for better security many of the crew had got into the cabin. While we were in this state, a little before five P. M. the foremast and main and mizen top-masts went over the side. Had a sea struck us while we were in this situation, we must have all perished together. The sea was mountain high—but the oil we had started made a great slick to windward and prevented the sea from breaking. Soon after loosing the masts, the ship righted, and we again manned the pumps. A few minutes past 5, the barometer began to rise, and at 6, the gale had abated."

REMARKS. I believe it is now generally known that this part of the Pacific is subjected to dreadful hurricanes from November to April, extending from 12 deg. to 24 deg. S., and from near the meridian of the Society Island, to the coast of New Holland. No ship should cruise within the above limits in this hurricane season without a barometer. It will not fail one time in a hundred to give a sufficient notice to enable the navigator to prepare his ship for the blast and get a good offing. The utility of the barometer is strikingly shown by the above extract. "At 10 A. M. 28th, barometer 29.00 and falling rapidly." This is a fall of more than half an inch below its main level. It had probably been falling many hours but not noticed.

Had the Meridian and Reaper, which were lost in the above hurricane, been provided with barometers, their commanders would probably have foreseen the coming storm and might have had sufficient time to have put the ships in a condition to withstand the fury, by stowing down their oil, housing fore-gallant-mast, top-mast, jib-boom, hatching down hatches fore and aft, and making every thing snug.

So many lives and so much property are at stake on board our ships, that it is surprising they are not more generally supplied with an instrument which contributes so much to their safety. The barometer is cheap and easily understood after a little practice, and no man who has a practical knowledge of them doubts their utility. There is no magic about them—their properties depend upon the most simple of nature's unerring laws. The captain of every ship supplied with a barometer should give a pledge to produce at the end of the voyage a correct register of the height of the mercury at least twice in twenty-four hours, and in the hurricane latitudes every four hours, and note particularly the direction of the wind, height of the mercury, the precise situation of the ship, &c. during the storm or hurricane. These notes would materially assist scientific men in their benevolent efforts to establish for the benefit of the ship owners and navigators a correct theory of storms. The young navigator will bear in mind that it is not the actual height of the barometer he is to notice, but its *relative height* compared with the previous observation. Therefore it is only necessary, to know whether the mercury is "*rising*," or "*falling*," not whether it is "*high*" or "*low*." No attention should be paid to the stupid marks "*fair*," "*change*," "*rain*," engraved upon the scale—they should be expunged, as they only serve to bring the barometers into disrepute. They are no longer put on the scale by the first makers.

It should be remembered that gales from the Polar regions do not affect the mercury so much as those which blow from the equinoctial regions, owing no doubt to the superior density of the air from high latitudes. Thus, in North latitude, we sometimes have a strong gale from the North with a rising glass, and *vice versa* in South latitude. In the storm of the 30th ult. the mercury fell only 4.10ths! at this place. We were just within the northern limit of the circle. When a place is just without the limit of a circle in which all great storms move, (as has been clearly proved by Redfield's theory which is supported by a mass of evidence of the most convincing kind) the barometer will sometimes fall and indicate a storm but the wind may not reach her. This happened to the writer at the time of the violent gales on the Atlantic in March last. Ships near the centre of the circle were disabled. I had a very low barometer, mountainous sea, and expected a heavy gale—but had only a strong breeze. Ships still

further north had a high glass and fine weather. The gale swept along southward of our position, and was very destructive to those within the limits of the circle.—But notwithstanding these exceptions, a certain degree of attention and some little experience will enable the navigator to appreciate those decisive indications of the mercury which seldom or never prove deceptive.

Vegetable and Mineral Resources of Virginia.

From a Richmond letter in the *Madisonian*.

Chevallie's great flour mill, which sends out the celebrated "Galligo" brand, is worth a visit. It is a tremendous brick building, which cost \$140,000. It employs 24 run of stone. Wheat is pouring in from the upper country on one side, and the barrelled flour is passing rapidly off at the other. It is thrown into a hopper—then taken to the top of the building and cleaned—then it goes down and is ground—the flour and the bran separate—the former is taken again by elevators to the upper part of the building and cooled, and is at last poured down into an area—all by machinery, where it is immediately shovelled into barrels, packed, weighed, headed up, branded and rolled off. In this way they can make 500 barrels a-day, worth \$6.50 per barrel. This flour is all exported, and has the reputation of being the best flour that is made. There are two other large flour mills in Richmond, Mr. Haxall's having 16 run of stone. Richmond is one of the greatest of our flour marts—near 240,000 barrels and half barrels had been inspected the year ending June 30.

The Tredegar Iron Company is another large establishment, where iron is smelted, rolled, cast and worked also into machinery. The history of a bit of iron, from the mother ore to the shaft of a steam engine, is an interesting one. The capital employed by this company is \$279,000—200 tons of iron are rolled in a week—hands working six hours a day.

There are a number of tobacco factories—the most extensive, we believe in the world, is that of Mr. S. S. Myers, of Richmond. He uses up 1400 hogsheads of tobacco in a year, employing in the process over 100 hands principally negro boys. Out of this number of hogsheads there are manufactured about 14,000 boxes, worth 60 or 70 dollars per box. Total value, as will be perceived, nearly a million of dollars. The process of manufacturing tobacco is very simple. It comes from the country, the second year after growth, packed in large hogsheads, the production of each hill being twisted at one end so as to form what is called a hand. These "hands" are opened and the leaves spread out—then the stems are torn from the entire length of the leaf—then it is rolled by the hand or twisted or twisted like ropes by a little wheel—then these rolls or yarns are twisted again into a mass shaped according to fancy or packing—then these masses are flattened under a screw pressure—then they are packed in boxes—the boxes placed in solid cases and put under the most tremendous pressure which can be applied by a screw. The boxes are nailed up, and those containing the poorest tobacco are placed in an apartment heated by fire, and sweated. The first quality undergoes no sweating process, except such as may be stimulated by the heat of the sun upon the attic room where the boxes are stored. There is no extraneous substance applied to the tobacco as is generally supposed—the moisture is diffused by pressure. The different qualities of tobacco arise in the field, and are not owing to any process of manufacture. The terms "pig tail," "cavendish," &c. apply principally to the form in which the weed is sent into market. The stems which are torn from the precious leaf, are by no means sacrificed—they are manufactured into snuff.

Bituminous coal occurs at intervals over a section of 35 miles, from South Anna river near its mouth, to the Appomattox. In some places the coal seam is found 40 feet thick. It is found in abundance within 15 miles of Richmond; in Henrico, in Chesterfield, in Goochland, in Powhatan on James river and on the Tuckahoe. At Midlothian pit in Chesterfield county a shaft has been sunk 720 feet below the surface and a seam of fine coal has been penetrated 11 feet.

Iron is found in abundance in various parts of the State. There are seven mines of it in Spotsylvania, near the junction of the Rappahannock and the Rapidan rivers.

Of the *gold mines*, generally less valuable than iron, we learn but little, except that there are 12 gold mines in Goochland county; 15 in Orange; 11 in Culpepper; 16 in Spotsylvania; 10 in Stafford, and 6 in Fauquier. Total *gold mines*, *eigh'y*!

There are also *five* copper mines in Fauquier county. The mineral resources of Virginia are truly most extensive and valuable.

Alarm Gong for Steamers.—An ingenious instrument has been invented in England, intended to give warning of the approach, and to announce the course of a steamer in sailing in a fog, or in the night. It consists of a gong, on which a hammer is made to strike every ten seconds a certain number of blows, by a very simple machinery, according to the course the vessel is sailing. For example, if she be sailing north, the gong is struck once; if east, twice; if south, thrice; and if west, four times in every ten seconds. By this systematic method the position, course, and proximity of a steamer will be clearly announced to any other vessel.

Information to shippers to Holland and the north of Europe on measurement Goods.—A merchant lately shipped on board of a foreign vessel 31 tons wood as per inspection measurement, or 42 tons freight measure per sworn inspector. On the margin of the bill of lading tons 68 3-4 was marked by the consignee of the vessel. This measurement was objected to by the shipper, and the answer he received was, that the measurement not being written in the body of the bill of lading, of course if objected to by the consignees, the goods could be re-measured at the port of landing. The consignees write that neither the captain nor the owners would allow a re-measurement, nor could they be forced by law, and stated that the shipper here ought to have sent out a protest by the vessel. For the want of which document the shipper loses more than \$200.—*N. Y. Com. and Inq.*

Steam v. Wind.—The Orpheus, Captain Bailey, one of the fastest sailing packets between Liverpool and New York, arrived on Tuesday last, having left the United States on the 1st August with the Great Western and British Queen steamers. The Independence, Capt. Nye, sailed on the 7th, and reached Liverpool yesterday the 28th. The steamers have therefore, had considerably the advantage of the sailing packets on the last trip homeward. The Great Western effected the passage in 12 days and a half; the British Queen in 14 days; the Orpheus in 16 days; and the Independence in 21 days. The balance in favour of the Great Western over the Orpheus being 13 days and a half—and over the Independence 8 days and a half; and in favour of the British Queen over the Orpheus 12 days and over the Independence seven days. It should, however, be remembered that Liverpool is one day's sailing, or half a day's steaming further from New York than Bristol.—*Liverpool Mail.*

Steam Factories in case of Fire.—At a recent town meeting in Newburyport Gen. James stated to the meeting that the Wessacumcon Steam Company would agree to furnish the town with 300 gallons of water per minute, for three hours, through a hose, to the distance of 1000 feet, at 15 minutes' notice, (Sundays excepted,) and as much further as the town would furnish hose.

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The N. England Manufactory Scheme.

In consequence of the scheme which is inserted in the Book of Records of the Manufactory company, proposing a medium of trade and business by an emission of notes of hand or bills on land security, redeemable by the manufactures or produce of the province of the Massachusetts Bay, the directors (chosen by the subscribers thereto, on July 30th last) have unanimously this day agreed on the following articles, including and expressing the meaning and intention of that scheme, and for the prosecution of it, which are to be esteemed fundamental.

1. The stock of bills to be emitted shall be to the value of one hundred and fifty thousand pounds lawful money equal to silver coin at six shillings and eight pence per ounce, and no more.

2. Each undertaker for seventy-five pounds shall have one vote at any general meeting; for five hundred pounds two votes; for one thousand pounds, three votes; for two thousand pounds four votes. And no person shall have more than four votes, let his interest in the stock be ever so large.

3. Every undertaker shall annually pay in to the directors or their order in Boston, five per cent. of the principal sum he receives of the directors, and three per cent. interest on the principal enjoyed, either in the company's bills or in the commodities or manufactures hereafter enumerated, being of the produce of this province, viz: merchantable hemp, flax, cordage, bar iron, cast iron, linens, copper, tanned leather, flax-seed, bees-wax, bayberry-wax, sail cloth, canvas, nails, tallow; lumber, viz: shingles, staves, hoops, white pine boards, white oak plank, white oak boards and ship timber, barrel beef, barrel pork, oil, whalebone or cord wood; or logwood, though from New Spain.

4. Every undertaker shall mortgage to the directors, each director shall mortgage to the other directors, an estate in lands, as a security to the possessor, in value equal to one and an half of the sum he undertakes for, and shall over and above covenant, by indenture with the directors and signers of the bills to perform the conditions of the mortgage.

5. Notwithstanding this, yet any artificers or traders in Boston, in good credit may be admitted undertakers for a sum not exceeding one hundred pounds each, provided they give bond with two sufficient sureties in double that sum, and covenant as the other partners do.

6. The directors and undertakers shall mutually covenant.

I. The Directors on their part shall covenant.

1. That they will yearly lay before the company at their annual meeting a full and just account of all the company's affairs under their management for the year past, fairly entered in the company's books.

2. That they will sell as soon as they can (for the company's bills only) all such manufactures as shall be brought in by the annual payments of the partners for principal and interest, and let out after the necessary charges of the company are deducted, as soon as they can, on lawful interest, with good security, the produce of such sale, and also such bills as shall be brought in in such payments; and always husband and improve the company's stock in their hands to the best advantage of the company.

3. That they will pay to each partner, his executors, administrators, or assigns, on demand, his and their rateable part of every dividend of the company's profits, to be agreed upon at any general meeting of the partners, by the major part of

the partners present concurring with the major part of the directors; and after the expiration of twenty years to pay to each partner, his executors, administrators or assigns, according to his or their respective interests, all such dividends as shall be agreed upon by the major part of the partners; outstanding bills, and contingent charges always to be first satisfied.

4. That the said directors do severally covenant with each partner, his executors, administrators and assigns, viz: each of them, for himself, his heirs, executors and administrators, that in case he be displaced, or taken away by death, then he, his heirs, executors or administrators, shall and will instantly deliver up to the remaining directors, for the use of the company, all the bills, goods and things whatsoever as are in his or their hands belonging to the company, and will never more intermeddle with any things or affairs pertaining to the office and duty of a director.

II. The Undertakers on their part shall covenant.

1. That each undertaker, his heirs, executors and administrators, will, at the expiration of every year, from this date, annually, during the space of twenty years, pay to the said directors, viz: Robert Auchmuty, Samuel Adams, William Stoddard, Peter Chardon, Samuel Watts, George Leonard, Robert Hale, John Choate and Thomas Cheever, their executors and administrators, for the use of the said company, five in the hundred of the principal sum by him received, and three per cent. interest for the principal enjoyed, in such manufactory bills, or in mercantile hemp, flax, cordage, bar iron, cast iron, linen, copper, tanned leather, flax-seed, bees-wax, bayberry-wax, sail cloth, canvas, nails, tallow; lumber, viz: shingles, staves, hoops, white pine boards, white oak plank, white oak boards and ship timber; barrel beef, barrel pork, oil, whalebone and cord wood, of the produce and manufacture of this province; or logwood at such prices as the directors shall judge they pass for, in lawful money at six shillings and eight pence per ounce, with one per cent. advance thereon, at the respective times of payment.

2. That he, his heirs, executors and administrators, will from time to time, at thirty days notice, pay to the said directors, in the aforesaid bills or manufactures, his rateable part of all such sums of money as shall be lost or become chargeable on the said company, by the failure of any of the partners, or by any other accident whatsoever to indemnify the signers of those bills, and save the said company harmless.

3. That he, his heirs, executors and administrators, at all times, till the principal sum aforesaid, by him received, and interest thereof as aforesaid, is paid in, and while he or they have any share or interest in the manufactory company aforesaid, will readily receive and take all such manufactory bills, as shall be tendered him or them by any person or persons, in all payments, trade and business, as so much lawful money at six shillings and eight pence per ounce.

4. That he, his heirs, executors and administrators, will from time to time at thirty days notice, pay and satisfy to the said directors, their executors and administrators, his rateable part of all such sums of money, losses and damages as they or their company shall sustain or suffer, by means of any orders, rules, instructions, laws, or other acts of government whatsoever towards the securing and indemnifying of the said directors and the said company.

5. That he, his heirs, executors and administrators, will at all times, when thereto requested, give each further or bet-

ter security for the performance of his yearly payments in manner aforesaid, as they shall judge necessary.

6. That he, his heirs, executors and administrators, will (in case of any of the said directors shall be displaced or taken away by death) perform all his aforesaid covenants to the remaining directors and successors, chosen in the room of such as are displaced or taken away as aforesaid, whenever they shall think proper. And at all times upon thirty days notice, will pay and perform his rateable part required, to indemnify such displaced director, and generally the heirs, executors and administrators of all such directors as shall be displaced as aforesaid, or taken away by death, for every thing done by them in the faithful discharge of their trust as directors or as signers of bills.

7. The afore-enumerated commodities shall be received by the directors at the same prices as they generally pass at, at the time of payment in Boston, and the directors shall accordingly allow six shillings and eight pence, in the company's bills, for so much of each kind of commodities respectively, as will sell for an ounce of silver as aforesaid, and shall moreover give for said commodities to the undertakers, paying in (as aforesaid) one per cent. more than the market price, and shall at any time, on the demand of the possessor of their bills, sell them for said bills at their treasury in Boston, one per cent. under the then market price in said Boston and shall always receive six shillings and eight pence of said bills as equal to one ounce of silver.

8. The directors shall appoint persons to value the lands to be mortgaged as security for the annual payments, who shall be under oath for the faithful discharge of their trusts.

9. The directors shall appoint clerks and other attendants, as they find it necessary, agree with them for their salaries, and as there may be occasion again dismiss them and choose others, which clerks shall be under oath, and give security for the faithful discharge of their trusts.

10. No person shall be capable of being a director or treasurer who undertakes for less than five hundred pounds; and if any director or treasurer die, or is removed from his office, the vacancy shall be filled at the next meeting of the company, by a major vote of the partners present (the directors in case of death or removal of a treasurer, to choose a new one in the mean time) and if any director or treasurer be found guilty of any fraud in the execution of his office, any four of the directors concurring with a major part of the partners, such treasurer or director shall be removed from his trusts, his mortgage be put in suit, and he be declared to be a partner no longer.

11. All the mortgages given by the undertakers shall be duly executed, and put on record in the registry of deeds of the county where such mortgaged lands respectively lie.

12. If the security which shall be given by any partner, shall at any time be judged insufficient, by the directors or the major part of them, such partner shall on demand give such other and better security as they shall think needful, or otherwise his mortgage or covenant or both of them shall be sued out.

13. To oblige all the partners to pay their part of principal and interest punctually, whoever neglects paying above a month after it is due, his mortgage-covenant or bond, or any of them, shall be put in suit.

14. The directors shall, from time to time, put out on lawful interest to any man, to whom they think proper, on good security, all such sums as shall be in the treasurer's hands, for the use and benefit of the company (charges of managing the company's affairs first deducted) but not for a longer time at once than one year; the borrowers to pay principal and interest in the company's bills, or in the aforesaid manufactures.

15. There shall be a meeting of the partners on the first Tuesday in September, annually; and at the end of five years, at that meeting, there shall be a dividend made of so much of the profits, as shall be agreed on by the major part of the directors, concurring with a major part of the partners then present; and from that time there shall be a dividend at every annual meeting; *Provided always*, That in all such dividends, care be taken that there still remain in the stock,

for the security of the possessor, double the principal paid in from time to time as aforesaid.

16. That the directors (as often as they shall think it necessary that there be a meeting of the partners besides their annual meeting) may call one, by informing of the time, place and business of such meeting, in a notification, to be inserted in each of the public newspapers, and to be posted in each of the shire towns of the several counties, fourteen days at least, before the day appointed for such meeting.

17. It shall be in the power of any partner to redeem the estate he hath mortgaged, at the end of five years, or afterwards, he having the consent of the major part of the directors, with the major part of the partners, by paying in the money he received out thereon, with the interest then due, either in the company's bills, or in the manufactures aforesaid.

18. As by the mortgages and covenants aforementioned, the partners give security to the signers of the bills to enable them to satisfy the possessor, so the signers shall give security to indemnify the indorser.

19. All accounts relating to the company's joint affairs shall be laid before them at their annual meeting in September by the directors and treasurer, for their information and approbation.

20. A major part of the directors concurring with a major part of the partners present, at any annual (or other general) meeting, may agree upon any other rules or methods for the better observing or fulfilling the articles aforesaid; provided such rules are not subversive of the fundamental articles of this scheme, but consistent with and conducive to the end and design of them.

21. No alteration shall be made of a fundamental article, but by the consent of the government had to the determination of the major part of the partners, concurring with the major part of the directors.

22. Any one of the clerks of the directors, shall at any time, on demand, (for reasonable pay, as allowed in other offices) give to any person desiring the same, a copy of any part of the records, duly attested under his hand.

23. An attested copy of this scheme from the record shall be registered in the secretary's office in Boston, (if permitted) and public notice given of it when done, or otherwise, in some other public office in this province, and public notice given accordingly.

The foregoing scheme being the substance and essential part of the scheme first projected, for the ends first mentioned, upon frequent and long deliberations of the directors, thus digested, amended and altered, so far only as was necessary thereby the better to attain the ends first proposed, and to prevent any doubts that might arise concerning the true and honest meaning of the same, the directors do now set hereunto their hands and seals in Boston, this eighth day of September, Anno Domini, one thousand seven hundred and forty.

ROBERT AUCHMUTY,	[L. S.]
GEORGE LEONARD,	[L. S.]
SAMUEL ADAMS,	[L. S.]
ROBERT HALE,	[L. S.]
JOHN CHOATE,	[L. S.]
WILLIAM STODDARD,	[L. S.]
SAMUEL WATTS,	[L. S.]
THOMAS CHEEVER,	[L. S.]
PETER CHARDON,	[L. S.]

Directors and signers of the bills.

Signed, sealed and delivered in the presence of us,

*Jos. Miller,
H m. Story.*

Suffolk, ss. Boston, December 4th, 1740.

Personally appeared Robert Auchmuty, George Leonard, Samuel Adams, Robert Hale, John Choate, William Stoddard, Samuel Watts, Thomas Cheever, and Peter Chardon, and severally acknowledged the foregoing instrument to be their voluntary act and deed.

Before me, **JOHN FISHER, Just. Pacis.**

Extract from the book of records of the MANUFACTORY COMPANY.

MONDAY, November 24th, three o'clock, P. M.

Resolved, That that scheme dated the eighth of September, 1740, is the scheme which is mentioned in the manufactory bills signed by the directors, and consequently that the produce or manufactures, enumerated therein, are those which the directors promise in said bills, shall be paid to Mr. Joseph Marion, or order, to exchange them.

Voted, That all bills of the company, which are, by use, so worn as to be rendered unfit for passing (upon their being brought to the directors) shall be exchanged for fair bills of equal value.

Voted, That if any manufactory bills be by any casualty destroyed, upon due proof made thereof, the owner of such bill or bills, shall have others of equal value delivered to him by the Directors.

A true copy; attest.

WM. SLOTT, Clerk.

The Mercantile Library Company, as will be seen by the annexed proceedings have resolved upon a course of lectures before their society which from the names annexed as lecturers promises to be highly interesting and instructive. The Athenian Institute have also published the names of gentlemen of high respectability who have consented to deliver lectures before that society. As these courses of lectures will be delivered on different evenings of the week, the public will have an opportunity of hearing both, and thus appropriating to a most delightful and intellectual feast two evenings of every week during the winter.

Mercantile Library Company.

At a meeting of the members of the Company held at their Room, on Wednesday evening September 25th, Thos. Earp, Esq., was called to the Chair, and J. B. English appointed Secretary.

The object of the call for the meeting having been stated by the Chairman, to be for the purpose of making arrangements for the course of Lectures to be delivered before the Company this winter, the following report was read and adopted:

The Committee of the Board of Directors of the Mercantile Library Company, to whom was assigned the duty of making arrangements for the delivery of a course of Lectures before the Association, during the ensuing autumn and winter, respectfully report:

That the Hon. John Sergeant will deliver a lecture, introductory to the course, on the first Friday evening in November, at the Musical Fund Hall, (which has been engaged for the season,) to be followed on each successive Friday evening by the following gentlemen.

Hon. Saml. L. Southard of New Jersey,	James S. Smith, Esq.
Wm. M. Meredith, Esq.	Jos. R. Chandler, Esq.
Professor Vothake,	Samuel Rush, Esq.
Rev. Albert Barnes,	Doctor Emerson,
Hon. Judge Conrad,	Job R. Tyson, Esq.
David Paul Brown, Esq.	Rev. John Coleman,
Rev. Thos. H. Stockton,	Morton M'Michael, Esq.
	Doctor McMurtrie.

The Committee congratulate their fellow members upon the successful result of this, their first undertaking. The series of lectures to be delivered will form a memorable era in the history of the Company, and sustained as they will be, mainly by the mercantile community, the Committee cannot avoid reverting, with pride, to the taste which of late years has increased, and is increasing amongst us for intellectual pursuits.

The hours of leisure that even the most sedulous votary of business necessarily finds, are golden hours, if consecrated by the charms of the Library, or the instruction of the Lecture room; and in the series of Lectures undertaken by the Mercantile Library Company much advantage is justly anticipated to the members of the association, collectively and individually. A reasonable result of profit may be expected in

aid of the funds of the Company, but this expectation has been made secondary to the lofty aim which has been constantly kept in view by the Board, the moral and intellectual improvement of the members.

The Committee hail the present course of Lectures as the commencement of a series to be delivered during many succeeding years, and rely with unwavering confidence upon the cordial support and co-operation of their fellow members of the Company, and of the commercial community generally.

The junior branches of that community will find in the general expansion of their intellectual powers increased facilities for success in their honorable ambition, or enduring sources of consolation in the event of reverses which may happen to all. To the older members of the profession, who are desirous that honor, intelligence, and refinement shall characterize those who are destined to succeed them, no formal appeal can be necessary to secure their friendly support and countenance. Those pursuits and aims, which give the confiding employer the surest guarantee of the fidelity of those to whom his business is entrusted, must win his regard; and the institutions, of which they are the honorable fruits, have a legitimate claim upon his patronage. The parent whose son finds a winning charm in the lecture room and the library, which the enticements of folly and dissipation cannot weaken, will not refuse his support to those institutions which tend to honor him in his virtuous offspring, and in their consequences make his old age respected and happy.

The Committee therefore, upon a general review of the many advantages resulting from a series of interesting lectures, reiterate their confidence in the Company's receiving a gratifying support in their present undertaking.

The price of tickets has been fixed as follows;

Non-members' tickets for the course,	\$4 00
Members' do do do	2 00
Ladies' do do do	1 00
Tickets for a single lecture,	50

The committee respectfully conclude by offering the following resolution.

Resolved, That a committee of 30 be appointed to make sale and distribution of tickets.

THOS. EARP, Chairman.

J. B. ENGLISH, Secretary.

Sales of Public Lands.

The approaching sales of public lands, is making a great stir in the western sections of the country, and is of importance to every section. The settlers are taking measures to secure their settled tracts.—We give the proceedings of one meeting as a specimen:

"Settlers' Meeting.

At a meeting of the citizens of township 70 north range 6 west, Henry county, at the house of Larkin Johnson, on the 17th day of August, 1839.

Whereupon Robert Price was called to the chair, and Jonathan Pickering appointed Secretary.

On motion of Joel C. Garretson, a committee of five were appointed to prepare and submit for the consideration of the meeting, a preamble and set of resolutions, touching the object of the claim holders present.

Whereupon, John Stephenson, Joel C. Garretson, Larkin Johnson, Joel Hiat, and Ephraim B. Ratliff, were appointed a committee. After retiring a short time, returned and submitted the following:

As the time is approaching near, when the land in the townships will be sold by the General Government, a duty of paramount necessity that the claim holders should take all the precautionary measures they are able towards securing their respective homes, and to draw still closer those ties by which we are bound to assist each other in purchasing our claims;

1st. *Resolved*, therefore, That a register for this township shall be appointed, whose duty it shall be to procure a map with the names of the persons to whom each eighty acres has to be bid off.

2d. Resolved, That a bidder and assistant bidder for this township, shall be appointed, whose duty it shall be to attend the sale at the time this township is offered, and bid off the land to the proper purchaser in accordance with the maps and memorandums of the respective register.

3d. Resolved, That where any difference exists between any of the claim holders respecting their claims, it shall be left to the decision of three disinterested persons, who shall not be related to either party. Each party choosing one, and they choosing the third, whose decision shall be final after due investigation. If any person refuse to arbitrate his cause, (his opponent being willing to do so,) he shall forfeit his claim, and his opponent be protected in the purchase of the land in dispute.

4th. Resolved, That a standing committee of five be appointed to whom all cases of refusal to arbitrate shall be reported, whose duty it shall be to direct the register to act accordingly.

5th. Resolved, That Ephraim B. Ratliff, Larkin Johnson, James Richey, Geo. Jones, and John G. Sanderson, be appointed the standing committee for township 70.

6th. Resolved, That if any person holds more than one claim and has either made or bought them fairly by paying a valuable consideration, he shall be protected in the purchase of the same.

7th. Resolved, That we be limited by surveyed lines of Government, unless changed by mutual agreement of the parties concerned, except where fractions occur on the river dividing claims. The river shall be the line except it be changed by mutual consent.

8th. Resolved, That all persons over eighteen years of age are entitled to the benefit of these resolutions.

9th. Resolved, That Joel C. Garretson be appointed register and bidder of township 70.

10th. Resolved, That John S. Stephenson be appointed assistant bidder for this township."

From the New York Commercial Advertiser.

The Amistad.

The anxiously expected decision of the Circuit Court, upon the questions raised by the habeas corpus, was pronounced yesterday morning, in the presence of as many persons as could possibly find place in the court room. What it would be no one could form an opinion; and of course it was listened to with deep and profoundly silent attention. We are enabled to place it before our readers almost in the very words of the learned Judge who gave it.

DECISION OF JUDGE THOMPSON.

On the opening of the Circuit Court, Monday, September 23d, Judge Thompson gave his decision with respect to the application of the prisoners' counsel, to have the Africans discharged under the writ of habeas corpus—and *denied the motion*. He said the question before the court was simply as to the jurisdiction of the District Court over this subject matter. He regretted that the case had not been held up for further consideration, and that he had so little opportunity to examine the various important questions that are involved in it, with that thoroughness and deliberation that were desirable. He regretted this the more as the case is a very peculiar and complicated one. It was one also difficult to be understood by the public. He could not be insensible to the fact that the feelings of the community were deeply involved in the question, and he feared there might be misapprehensions of the real questions to be disposed of by the court. It is possible, he said, that there may be some misrepresentation. He would therefore have preferred that time should have been allowed for him to have given a written opinion. But the counsel have thought it advisable, and he did not say it was not excusable, to call upon the court to dispose of the case now, and he was compelled, though much against his wishes, to dispose of it in the best way he could.

The question to be decided now is not as to the ultimate rights of either party,—but it is whether the District Court can take cognizance of the subject matter that grows out of this case. In order to ascertain this, we must recur to the

laws of the United States. This case has been placed before the court on the abstract right of holding human beings in bondage, or on the general question of slavery. The court is not called upon here to determine this abstract question. It is sufficient to say that the Constitution of the United States, although the term slavery is not used, and the laws of the United States, do recognise the right of one man to have control of the labour of another man. The laws of the country are founded upon this principle. They recognise this kind of right. Whatever private motives the court may have, or whatever may be their feelings, on this subject, they are not to be brought into view in deciding upon this question. They must give the same construction to the laws of the land sitting in this state, as they would were they sitting in Virginia. It is the province and the duty of the court to determine what the laws are, and not what it might be desirable they should be. My feelings, said Judge Thompson, are personally as abhorrent to the system of slavery as those of any man here but I must on my oath, pronounce what the laws are on this subject. The true question then is as to the law, and not as to any of the questions involved in the case. The simple question to determine is as to the right of the District Court of Connecticut to take cognizance of the matter.

Under the laws of the United States all seizures in a district are to be taken notice of in that district where the seizure is made. The important question is always as to the place of seizure, and the question always turns upon that. If a seizure is made within the limits of a state, the jurisdiction of the District Court is local. If it is made on the high seas any District Court may take cognizance of the matter.—Where then was the seizure made in this case? It seems to be agreed by the counsel on both sides that the seizure was actually made in the district of New York. If that be the case this District court has no jurisdiction of it whatever. But if the seizure was in fact made on the high seas this District Court has jurisdiction. Judge Thompson said he had supposed at first, that the seizure was in fact made in the district of New York, but when he came to examine the matter he found it was not so. Lieut. Gedney, in his libel states no such thing. He says he was on a survey within the state of New York, but he does not say that he actually discovered the schooner Amistad within that district, and that he made the seizure within the district of New York. All the evidence before the court is what is set forth in the libel. The vessel it seems was taken off Montauk Point. The grand jury, in their statement, say it was a mile distant from the shore. If this be correct it was a seizure upon the high sea, and therefore the matter is rightly before the court for this District.

In the absence of absolute certainty on the point, the court can endeavor to ascertain from the best evidence in their reach, by examining maps and charts, the locality of the place; and after making such an examination, they are of opinion that the actual place of seizure does not appear to be within the jurisdiction of the District Court of New York, but upon the high seas. The admiralty jurisdiction upon the ocean extends to low water mark. Between high and low water mark there is alternate jurisdiction between the admiralty and common law courts. In deciding then that the seizure was made, in the judgment of the court, upon the high seas—if either party is dissatisfied, the court can institute inquiry to ascertain the exact place, but the more regular course is for the party dissatisfied to interpose a plea to the jurisdiction of the court, and then the District Court must institute an inquiry to ascertain where the seizure was made. It is not competent then for this court, at the present time to say the District Court has no jurisdiction in the case. Consequently this court cannot now pass upon the question as to the property—that matter belongs to the District Court. Should either party be dissatisfied with the decision of that court, an appeal can be taken to the Circuit Court, and afterwards to the Supreme Court of the United States. Meantime the parties must be put to their pleas in the District Court, in order that all the facts &c. may be put upon record.

It has been said this is a question of liberty, and therefore that this court ought to decide the case in a summary and prompt manner. But, in the judgment of the court, this

ought to have no influence on the decision. The situations of the prisoners is such, that they must be taken care of by somebody. They did not come here voluntarily. It is not the case, therefore, of persons coming here of their own accord, and being taken up by other persons against their will. If the District Court has jurisdiction of the schooner, they have jurisdiction of the persons of these Africans and they are bound to provide necessaries for them. They can provide for them as well as any other persons. The case seems to have been argued on the part of the prisoners as if they ought to be discharged if the court has no jurisdiction. This is not so. If it should be decided that the District Court here has no jurisdiction they can decide also that the cause be submitted to the District Court of New York. The court would, in that case, send vessel and cargo, and every thing appertaining to that court. The prisoners would not be discharged, but sent also to the District Court of New York. No benefit would arise to them in being removed from this to another district. It is therefore a matter of no consequence to the prisoners whether the question is tried here or in the district of New York.

It has been said that the subsequent proceedings in filing these libels and claims here, were without authority. But if the case is within the jurisdiction of the District Court, other libels could be filed. It is true, that if the original bills have been filed in order to bring the matter within the jurisdiction of this court, the proceedings may be irregular. If there is any irregularity, it can be corrected by filing a new libel—the case being in the possession of the District Court, however, it is bound to receive claims of any body. This court cannot decide whether these Spaniards have a right to these persons, or whether they should be put in the possession of the President of the United States. These questions are now regularly before the court. They must come up hereafter, and the court must dispose of them. The Courts of the United States have taken cognizance of cases analogous to this. The question of jurisdiction is a preliminary question, and the court should not decide questions of abstract right. The courts of the United States have taken cognizance of cases where foreigners claimed the persons of slaves. But this is the first instance where a writ of habeas corpus has been applied for. It has never been made a question whether they were instantly free on being brought into the United States. The case of the Antelope is directly in point. The Spanish and Portuguese consuls claimed these subjects as property—the court said they must show their title.

There may be an impression here, that because slavery is not tolerated in Connecticut, the rights of these Spaniards should not be investigated. The court, however, must be governed by the laws of the United States, and not by the laws of the state of Connecticut. Our form of government recognised the right to import slaves up to the year 1808. It is true the Constitution does not use that language, but it recognises that right up to a certain period, and declares that till then it was a lawful importation. The Constitution also provides for the recovery of persons that may escape from one state into another where service is due. It goes even beyond this, and interdicts the states from passing laws that oppose claimants from taking fugitive persons in the free states. Should any state pass such laws, they would be absolutely void. We must look at things as they are. The court feel bound, therefore, to say that there is no ground upon which they can entertain the motion under the writ of *habeas corpus*.

They fear that some misapprehension exists in the public mind as to the effect and ground on which the case has been disposed of by the grand jury under the directions of the court. The question now disposed of has not been affected by what previously took place. The only matter settled previously was that there had been no criminal offence cognizable by the courts of the United States. If the offence of murder has been committed on board a foreign vessel, with a foreign crew, and with foreign papers, this is not an offence against the United States. It is an offence against the laws of the country to which the vessel belonged. The courts of the United States have, in such cases, no jurisdiction; but if the offence be against the laws of nations this

court would have jurisdiction. A murder committed, as in the case of the captain of the *Amistad*, is not a crime against the laws of nations, connected as it is with the slave trade.

The court said that as they perceived there were not-takers present, they hoped they would be careful to make a true representation of the decision. The court does not undertake to say that these Africans have no right to their freedom, but leave that matter in litigation in the District Court, subject to appeal. And for reasons assigned, *deny this motion*.

One of the counsel for the prisoners then asked the court if they meant to express the opinion that a foreigner coming here with a slave can call upon the United States Courts to enforce the claim of the foreigner to the slave. Judge Thompson, in reply, said he did not wish to decide now upon the abstract question. As a judge he did not feel called upon to decide it. The court was then adjourned *sine die*.

The District Court was opened. The judge said he should direct that the United States attorney should repair to Montauk Point, in the revenue cutter, with a gentleman on the other side, to investigate the facts, ascertain where the seizure was actually made, &c.; that the court would be adjourned to meet in Hartford on the third Tuesday in November next; and that meantime it would be the duty of the marshal to see that the prisoners were comfortably situated, and provided with clothes suited to the season, that they had sufficient food, medical attendance, &c. The court would, it is presumed, allow the prisoners to be discharged on giving bail, but as it must be on appraisement their counsel would not consent to it. The prisoners will probably be remanded to the jail in New Haven.

Quick Passage.—On Friday last the new steamboat *Lady Colborne* made the trip from Quebec to Montreal in less time than it was ever previously done. The distance is one hundred and eighty miles, and about one third of the way a strong current against her.

Time of *Lady Colborne* steamer, running from Quebec to Montreal:—

Left Quebec 25 m. past 8 P. M. 12th September.
Arrived at Montreal 30 m. past 11 A. M. 13th September.
Stoppages, 1 hour 8 minutes.

	Hours.	Min.
Time from Quebec to Montreal,	15	5
Running time	13	17
Time from Sorrel to Montreal,	4	20
From Long Point to do.	0	38

Glass Works at Sandwich, Massachusetts.—The yards and buildings of this establishment cover 6 acres of ground. It employs 225 workmen, who, with their families, occupy 60 dwelling houses.

The raw materials used per annum, are glass 600 tons; red lead, 700,000 pounds; pearlash, 450,000 pounds; salt petre, 79,000 pounds. They consume 1,100 cords of pine wood, 700 cords of oak, do. and 100,000 bushels of bituminous coal.

Seventy tons of hay and straw are used for packing the glass.

The amount of glass ware manufactured, is \$300,000 per annum; said to be superior to any in Europe.

By the application of heated air from the steam engine, to pans containing sea water, they manufacture about 3000 bushels of salt per annum; and all the ashes is bleached and the lye converted to potash. It is said that the mere saving to the company, by this species of economy, which is carried through every department, is sufficient to pay a handsome dividend on the stock.

Claims have recently made their appearance for the first time in the New Orleans market. They were taken from some point on the Gulf in which they were not before generally supposed to exist.

The Cotton Circular.

The following letter from Mr. McDuffie explains his views upon the subject of the Cotton Circular, to which it appears his name was affixed, not by himself, but by some friend—as the circular itself was inserted, we publish this letter also as a part of the history of the proposed convention, which appears to be not abandoned.

GEN. M'DUFFIE'S LETTER.

To the editor of the South Carolinian :

SIR :—The numerous and incessant denunciations to which the "Cotton Circular" has been exposed, ever since its publication, and the misapprehensions in which those denunciations seem to have originated, render it in some sort, my duty, to explain the true object of that paper, so far as I understand it, and to state moreover, the exact relation that I bear to it.

While remaining a few days in New York, on my return from Europe, I met with two of my friends, who were cotton planters; and the extraordinary and artificial state of the cotton trade and its consequent exposure to the mercy of adverse combinations on the other side of the water, and of every great pressure in the money markets, either of London or New York, became the subject of frequent conversation between us. We concurred fully in certain leading features of a plan, for restoring the trade in that staple, which is the actual currency of our foreign commerce, to something like the stability and uniformity which should belong to an article performing a function so highly important—a plan which would, at the same time promote the interest of the cotton planters, give to our southern banks that control over the foreign exchanges, that naturally and rightfully belongs to the states, which produce the staple upon which nearly all the foreign bills of the United States are drawn; and by this means give a powerful aid, to the direct trade of importation and exportation, through our southern cities, in which all parties among us take so deep an interest.

I will now very briefly state the outlines of the plan, to which I have alluded, so far as my views and opinions are involved in it.

I propose that the existing banks in the cotton growing states, should discount the notes of cotton planters and others, upon the security of cotton, actually deposited in a neighbouring warehouse, every paper being put in possession of the bank, necessary to the completeness and security of its lien. That the notes should be discounted at 90 days, with an understanding, that if the proprietor of the cotton determined not to have it shipped to Europe in that time, the note must be punctually paid at its maturity, or the bank be authorized to have the cotton sold, holding the surplus, after paying the note, as a deposit to the credit of the proprietor,

But if the proprietor determined to ship his cotton, which it is presumed will be the case in most instances, the bank should be authorized, at the end of the ninety days, to draw a ninety day bill upon Europe against the cotton, having been at the time of the shipment, placed in possession of all the documents necessary to make that authority effective, the planter and proprietor, retaining the control over the times and terms of selling the cotton, provided it be sold in time to discharge the bill drawn against it at its maturity.

This is the whole sum and substance of the plan, so far as I have had any agency in it. In setting down ninety days as the time the notes discounted, and bills drawn should have to run, I have merely adopted what I suppose would be convenient periods, subject of course to such modifications as experience may suggest.

This is a very simple plan, entirely unincumbered with new or experimental machinery; and though it aims to work no miracles, I will point out in a few words, what I consider the plain results and obvious benefits it would produce, to our banks and our cotton planters, and our merchants.

It would place our banks on a more solid foundation than any other banks in the United States, by giving them a constant supply of foreign exchange. For example, I send my

cotton to Charleston, at any convenient periods. I apply to one of our banks, to discount my note at 90 days, upon the security of that portion of my cotton actually in the warehouse, instead of personal security; the bank having the cotton inspected; its current value estimated by competent judges, and discounting my note for such an amount as will render the transaction perfectly safe. At the end of the ninety days, I pay off my note, not in the bills of the bank itself, which it cannot convert into specie, but in an unquestionable bill of exchange on London, which I authorize to draw it, payable ninety days after sight, on Baring, Brothers & Co., with whose house in Liverpool, I have in the meantime, caused my cotton to be deposited, subject to the lien of the bank. Now, every well-informed banker knows that a bill of exchange upon London, is to a bank here, precisely equivalent to so much specie in its vaults. For all practical purposes therefore, I pay off my note to the bank in specie. It follows, that a bank, that would go largely into the business, would have a constant supply of sterling exchange, of the most unquestionable kind, that would render it perfectly impregnable. So much for the immediate benefits this plan would confer on our southern banks.

The benefits which the planter would derive from it would be, in the first place, the prompt conversion of a large proportion of his cotton into cash, as soon as it reached the market, without selling it, and without asking any costly favours of his factor or any body else; for the transaction with the bank, however beneficial to the planter, would be conferring a favour instead of receiving it. In the next place, the planter would have six months and a half or seven months, from the time he received the advance upon his cotton, to avail himself of any favourable changes in the market, if he should choose to ship it to Europe. A bill drawn on England at 90 days sight, could never be presented in less than 15 days, and often in not less than thirty, after its sale here; so that this much would be added to the fixed periods of ninety days each, which the note and the bill had to run.

But another advantage would result to the planter, from the proposed plan, less direct but not less important—an advantage, in which every class on both sides of the water, would largely participate. The advantage is, its strong tendency to prevent the extravagant fluctuations in the price of cotton, we have heretofore experienced, so ruinous to all concerned, by taking the cotton trade, to a very great extent out of the hands of mere speculators, who generally have very little capital, and rely almost entirely on bank credits for the means of operating. The people have no idea how large a proportion of our cotton crop accumulates every year, in the hands of speculators on both sides of the Atlantic. I was informed by one of the first bankers in England, that it was a common occurrence, for a cotton broker, with a capital of £20,000 to have on hand cotton to the amount of £200,000. The matter is even worse in this country. A speculator, who can by any means, get a credit in one of our banks, for \$20,000, by repeating the operations of purchasing, shipping and drawing rapidly, can soon have in his possession cotton to the amount of \$200,000; resting on no other basis than the original bank loan of \$20,000. While trade is seemingly prosperous, money abundant, and loans easily obtained, this accumulation of cotton in the hands of speculators and brokers, undoubtedly tends to enhance the price. But the moment there occurs a pressure in the money market and the banks call in their debts and curtail their discounts, the whole of this accumulated mass of cotton is necessarily forced upon the market at once, in quantity, three or four times exceeding the existing demand for it; unavoidably producing an extreme and unnatural depression in the price. It is much more the interest of the cotton planters and regular merchants, that the price of cotton should be steady and uniform, than that it should be occasionally very high. But more cotton speculators have the same interest in the fluctuations in the price of cotton as money brokers have in the derangement and fluctuations of the currency.

I was very much surprised, therefore, when I saw that your intelligent correspondent, "A Cotton Planter" so very widely mistook the matter, as to ascribe to the "Cotton Circular," a design to force a confederacy between the banks and the

speculators! Heaven forbid the banks of such a union.—Your correspondent would have come much nearer the mark if he had supposed that about nine-tenths of the assaults made upon that paper, have proceeded directly or indirectly from this latter class of persons.

No banking operations can be more legitimate than that proposed by the Circular. Besides the stability and security it will impart to the banks, it prescribes a safe, practical limit upon the bank circulation. A currency never can become redundant, which is issued upon the principal proposed for every dollar of circulation thus issued, would represent the actual annual income of the country. This would not be a mere nominal representation, as is the case when it is said that bank bills represent specie. The cotton is actually thereto the full amount of the bills issued and advanced upon it, when every body knows the specie in the vaults of all the banks does not amount to one-fourth of their aggregate circulation. So that, in fact, every paper dollar represents only twenty-five cents in specie. I shall be very naturally asked, "if these are your views of our system of banking, how is it that you signed a paper proposing the issue of post notes payable at remote periods?" I answer that my name was signed to the Circular, by a friend several weeks after I left N. York, upon the implied authority, derived from a very strong intimate personal friendship, and from my own concurrence in the general principles and objects developed in that document. The issue of post notes, he no doubt, considered a matter of detail, which the convention would adopt or reject as its deliberate judgment should dictate. I am very sorry it was suggested in the Circular, as it has given rise to much of the opposition to a call of a Convention, and is a measure to which I should, as at present advised, be decidedly opposed. I do not think the proposed post notes could possibly be made to answer the purpose of a currency, and as a cotton planter, I am sure they would not answer my purpose.

As to the Sixty Million Cotton Bank, which some lively imagination has foisted into the Circular, the people of South Carolina do not require to be informed, that I am the very last man in the state, who would give it the slightest countenance. They cannot but recollect, that in my last annual message, as Chief Magistrate of South Carolina, I used the very strongest language in opposition to the chartering of a gigantic bank then projected, urging in opposition to it the general redundancy of the currency, and predicting the commercial explosion which took place a few months afterwards, to those who were utterly deaf to the warning. That bank was chartered by an overwhelming majority; those who are now for a U. S. Bank, and those who are for a Sub Treasury system, seeming to vie with each other, who should contribute most to swell the torrent in its favour, while I should have stood "solitary and alone," if the venerable Judge Colcock, whose loss South Carolina has so much cause to deplore, and a few others, had not stood firmly by my side. It would be extraordinary indeed, if under these circumstances, I should be in favour of such a bank as has been recently suggested. I am one of those who believe, that the issue of one hundred millions of bank paper, in addition to the present circulation, so far from adding one cent to the wealth or capital of the country, would be the greatest evil that could be inflicted on it; operating as an insidious transfer of that vast sum from the pockets of the people at large, to the corporation issuing the paper. I believe our currency is now redundant, and that no remedy can ever cure its diseased condition, whether it be the sub treasury scheme or national bank, that does not reduce our bank circulation to its proper limits. To suppose, as multitudes vainly do, that it is within the compass of human power to relieve the embarrassed, by making money plenty, and by the same agency, to reform the currency, by making it scarce, is to suppose a miracle, such as divine power has never performed.

It is very remote from my intention, therefore, to do anything to promote the interest of mere speculators in bank charters, or in anything else; my views are of a homely and practical kind, looking to the restoration of our trade, to its ancient channels. In this view the encouragement of our importing merchants, is a matter of vital interest at this present moment; and I know of nothing that would place it more

completely in the power of our banks to afford that encouragement, than the plan proposed. Having always a supply of sterling exchange, they would be enabled to meet the wants of our importing merchants, and having in like manner a large credit in Europe, they would be at all times able to give these merchants a credit there, better for them than bills of exchange.

Indeed, our Banks having the control of the foreign exchange, would by that means, acquire the control of the domestic also, and the exchange between the north and the south would be equalized, or turned in our favour.

After this brief exposition of the proposed plan of restoring the cotton trade to its natural channels I will notice a few of the objections urged against it.

A great apprehension is expressed, that this movement on our side, will produce counter combinations on the other. Most assuredly, the charges made against the "Circular," and the tone of the articles published in some of our own journals, are calculated to encourage and invite such combinations. They charge upon us hostile and offensive combinations, when we propose only to assume a defensive position, to resist such combinations abroad, and to avoid the necessity of glutting the markets in moments of panic or temporary and unnatural depression. They proclaim our weakness, and exaggerate the power of the adversary, as much as to say to the European manufacturers, now notoriously combined to force down the price of cotton, in the face of the most deficient crop ever made, "go on—gentlemen, regulate the price of cotton as you please, any effort made to resist you by the poor, dispirited planters, will be impotent and ridiculous." If there be either nationality, patriotism, or truth in these statements and sentiments, it escapes my perception. If it were to come to a war of combinations, which God forbid, it is utterly untrue, that we should be powerless in such a contest. We possess the locks of Sampson. Our cotton is absolutely indispensable to the manufacturing and commercial nations of Europe, and by withholding a single crop, we could spread starvation and rebellion over all the manufacturing portions of Europe, and cause the lordly capitalists, so much dreaded, to cry out for quarters. A pretty story to proclaim abroad, that the producers of our annual export of \$80,000,000 of a staple, admitted to be equal to so much bullock—a staple too, which sustains nearly one half of the entire commerce of England, are too impotent to guard their own interests. If with such resources, our planters have been feeble, because as your correspondent justly says, they are widely dispersed—it is the very reason why they should assemble together, to devise the means of controlling their own property, which every body else has been too long in the habit of controlling, and using for their own purposes.

As to combinations abroad, they exist already, and have recently carried their power to the utmost stretch. They have had to give way, and a reaction is already commenced. The idea that other cotton countries will rival and supplant us, is utterly visionary. I said to an intelligent merchant of London, intimately acquainted with the East India trade, "how is it that England has never been able to obtain a larger supply of cotton from her East India possessions?" He replied, "the difference of freight alone, to say nothing of other causes, is sufficient to account for it."

But the combination of slave labour, with highly intelligent proprietors, present, to direct their operations—a combination which exists nowhere else in the world, is the great and sufficient cause of that superiority in our cotton planting, which will forever defy all competition, until fanaticism shall reduce us to the condition of St. Domingo and Jamaica. I will notice but one or two more objections.

One writer exclaims "let trade alone to regulate itself" and another is so very absurd, as to consider this effort of the planters to place their property out of the reach of foreign combinations, by preventing its accumulation in the hands of speculators, without capital, as a gross violation of the principles of free trade! Verily these are new lights shed upon the world! Because, forsooth, the planters choose to select their own agents, their own manner, and their own time for bringing their cotton to market, a tremendous hubbub is forthwith raised, as if the pillars of the constitution were

about to be torn down. The planters, quiet and dispersed as they are, have been so long and so habitually sheared, that those who have enjoyed the golden fleece, seem now to regard it as a vested right. It is high time to break the illusion of this prescriptive right, and teach all such, that if the planters have been picked and fleeced, they are neither geese nor sheep. And if any class in our southern communities choose to take sides against us, and even become the advocates of the foreign manufacturers, as the extraordinary course of some of our journals on the sea coast and the Gulf, would almost warrant us in suspecting—they must be taught that the planters constitute the first estate in the empire of southern commerce, and are not to be driven, or flattered, or wheedled, from their just purposes, by the combined forces of speculators and editors.

I trust, therefore, that the proposed Convention will assemble at Macon, and that the planters at least, will be fully represented, by the very ablest men they can select. It is no ordinary occasion, but far more important to the south and south-west, than all the presidential conventions ever brought together.

GEORGE M'DUFFIE.

From the Canton Press, May 5th.

Opening of the Trade.

From the Kwang-chow Foo, communicating the Commands of the Commissioner and Governor, for re-opening the Trade.

"It is on record that when the English Superintendent Elliot represented that he would deliver 20,283 Chests of Opium, I, the High Commissioner, determined on certain terms; one being, that when one half should be delivered, a measured permission should be given for the passage boats to apply for passes and run to and fro. To this effect commands were given to the said Superintendent that he might act accordingly.

"Recently, when the amount received approached a half, we, the Commissioner and the Governor, had prepared instructions for allowing the communication by passage boats. But Johnston suddenly desired to stop the deliveries, with the design of coercing us. We for this reason withheld the before prepared instructions, and did not issue them.

"It now appears again that he has hastened up several vessels, which have consecutively made delivery. It behooved us in accordance with the previous declarations, to give a measured permission to the passage boats, upon examination, to run to and fro, also to remove the guards from the foreign factories, and at the same time to permit the opening of the holds for trade.

"The said Superintendent Elliot, although he himself represented that he should wait the completion of this matter before he should go down to Macao, yet now that the boats can run, he may be allowed to pass to and fro as usual, to enable him to call together with more celerity, and to give such orders and make such arrangements as from time to time may be called for.

"Those of the foreigners who have been long in the habit of dealing in opium, sixteen in number, as by the annexed list, must still be temporarily detained in the foreign factories, waiting until the whole matter is entirely completed, when they will have permission to leave. This is in accordance with the force of the terms 'measured permission' in the former declaration.

"But at the time when the boats leave Canton, if officers be not appointed to proceed to the front of the foreign factories, and there with the Hong merchants under their direction, take cognizance of each by name, it is to be apprehended that these sixteen persons may get on board the boats, and unknown take themselves away from Canton. We therefore instruct the expectant Sub-Prefect Le Soh, together with the Kwang-chow Hee or Brigadier, to give previous orders to the Hong merchants, that they enjoy it on the foreigners to give them prior notice of the time of any boat leaving Canton, that they may report to the officers aforesaid. These are then to proceed in person to the place where the boats are anchored, and to ascertain what number of persons are

on board, and what are their names and surnames; and are to take cognizance of them severally. If there be not among them any of the sixteen named, they shall then give to the boat a sealed passport, to be shown for examination at the various custom houses, that it shall pass.

"This sealed passport shall be printed according to the form herewith transmitted, and sealed with the seal of the Kwang-chow Foo, the blanks being filled up at the time.—The officers aforesaid must by all means faithfully examine, and must permit no confusion or escape, whereby they will render themselves heavily culpable. The Kwang-chow Hee, too, must give directions to all the forts and other places of defence to pay obedience.

"We further proceed to issue these commands, requiring the Kwang-chow Foo immediately to take with him the magistrates of Nanhao and Pwanyu, and to require the original merchants, Howqua, Senior, &c., to act in accordance herewith, and immediately to remove all the vessels surrounding the foreign factories.

"The boats registered under the designation 'obedient,' are to have a measured permission to run to and fro, still being subjected to examination at the custom house stations.

"The ship Esperance at Whampoa, which has already applied for a Port Clearance to return home, and the Captain of which, Linstedt, is now in the foreign factories at Canton, may at once make application to the Hoppo, to give permission for him to leave Canton and take his departure.

"All the cargo ships at Whampoa are permitted to open their holds for trade. Those that being already fully laden, and have made application through the security merchants for their Port clearances, are permitted to obtain the same on representation to the Hoppo, that they may be enabled to set sail and return home.

"As to all the foreign merchant ships arrived in the outer waters, they must wait till this matter is brought to a conclusion, when on examination they will be directed to enter their names, and proceed to Whampoa.

"The registered boats—proceeding from Whampoa to Canton must still be subjected to careful examination by the military guard at the two posts Eeshanee, and Tawang haou, on the way up. And if they have contraband articles, or weapons, or gunpowder on board, must be immediately driven back, and instant report made, in order that examination may be made and measures taken.

"Let the tenor of these commands be also declared to Elliot that he knowing may act accordingly. Be urgent and speedy." (*Promulgated 4th May, 1839.*)

Canton, May 5.—The deliveries we understand are going on at Chumpee, and it is expected that about 17,000 chests will now be in possession of the Chinese. In the meanwhile the guard of coolies in front of the factories has been withdrawn, and the boats outside form a less regular and dense cordon, though some order of distribution among them may still be observed, no doubt to watch against any foreigners clandestinely leaving. Seventy coolies are also retained in the square to watch the sixteen foreigners, of whom some, if their names are correctly translated, are not in China. It is said that Chops to lade Cargo will be given to-morrow, and that such ships as have accomplished their lading will obtain passports without delay.

Meanwhile the ships' boats that have been detained here with their crews ever since the stoppage of the trade are not allowed to leave, and the permission for some ships to sail will thereby in a manner be rendered nugatory. The Passage boats are however, we are told, positively to sail with letters and passengers in the morning to-morrow.

Canton, May 5.—The following is a list of the 16 merchants who for the present are not allowed by government to leave Canton by the passage boats:

Dent,	Dadabhoj,	Henry,
Young-teen,	Framjee,	Ilbery,
A. Matheson,	Heerjeebhoj,	Stanford,
D. Matheson,	Bomanjee,	Kca see.
Matheson,	Green,	
Ingliu,	Daniell,	

PUBLIC MEETING.

At a meeting of Manufacturers, Mechanics and other citizens of Manayunk, convened at the house of D. R. Brower, on Thursday evening the 26th September, 1839, pursuant to a public notice.

The meeting was organized by appointing WILLIAM RAWLEY, Chairman, and Jonathan Shoemaker, Secretary.

The object of the meeting was stated to be to take into consideration the system of smuggling carried on for a long time past, as recently disclosed by the seizure of quantities of goods smuggled or imported under false and fraudulent invoices.

On motion,

Resolved, That a committee of three be appointed to draft a suitable preamble and Resolutions, expressive of the sentiments of this meeting—Mr. P. C. Erben, J. Ripka, and J. Wadsworth, were appointed, who after retiring a short time, reported the following:

Whereas laws are intended for the good and protection of the people, an evasion or violation of them is only for the purpose of deceiving, or obtaining advantage over others and defrauding them of their just and vested rights, and whereas it is the duty of the servants of the people, who are charged with the execution of the laws, to see that they are not in anywise infringed; and whereas, a large amount of goods has been seized in Philadelphia and other cities, on the charge of having been fraudulently imported, the suspicion for which we believe to be too well founded, and, being among those who have long suffered oppression and distress for the acts of a set of men who, regardless of the most solemn oaths, and in defiance of the laws of the land, have sought for wealth by the most infamous frauds on the revenue laws, laws intended not merely to raise money for the use of the government, but at the same time to protect the rising industry of the country against the skill and abundant capital of the old world; and believing as we do, that from the termination of the last war with Great Britain, there has been a constant and increasing system of smuggling carried on, and frequently by persons who have received aid from some of the officers appointed to guard the revenue, either directly or by a loose and careless manner of attending to their duties, in consequence of which not only the manufacturer but the honest merchant have been made to suffer, and feel that they are constantly struggling against a stream, which may have been found too powerful for their utmost exertions, and have met unmerited ruin—

We trust we shall be excused for publicly expressing our sentiments and giving thanks to those who have by exposing the secret acts of rogues and smugglers, lent their aid to punish the dishonest and protect the honest, therefore,

Resolved, That the importation of any goods in violation of law, or in any manner so as to evade the payment of duties is a fraud upon the government and a robbing of the people, especially of those who on the faith of enacted laws have invested their property in the manufacturing business.

Resolved, That in this country of equal laws and universal suffrage, the interest of the employer and employed are mutual and dependent and therefore it is equally the duty of the operative and the operator to protect themselves from an encroachment on their vested rights.

Resolved, That the wrong committed by the smuggling of goods or the evasion of the payment of duties by false invoices and perjury, is an evidence of moral corruption and turpitude degrading in its effects upon those engaged in it, and a gross fraud upon the fair and honest dealer.

Resolved, That the commission of an evil act is but the prelude to many more, and hence he who disregards the laws of man by engaging in any unlawful trade or defies the command of God by taking a false oath, is ready to deceive, cheat, or rob his fellow man in any other way, and is not therefore to be trusted, and ought to be avoided by every honest man as a dangerous companion.

Resolved, that the persons who have given the information, and the public officers who have aided in detecting the frauds on the revenue, (as lately disclosed,) are entitled to the thanks of the community, and as forming a part of that body we

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hereby tender them ours, and declare that we consider they have acted like good citizens, and shall rejoice to learn they obtain the reward provided by law for conduct alike honourable to themselves and beneficial to all honest men.

The Preamble and resolutions were carried unanimously.

On motion.

Resolved, That the proceedings of this meeting be published in all the newspapers whose editors are willing to insert the same.

On motion adjourned.

From the Journal of Commerce.

Value of the Pound Sterling or British Sovereign.

Messrs Editors—I have lately read with much interest and edification, a book entitled "A TREATISE ON CURRENCY AND BANKING," by Condy Raguet, Esq., 264 pages octavo, very recently from the Philadelphia Press, and cannot but think, that if it should be generally read by our merchants and bankers, it would prove highly useful.

In this work, Mr. R. explains, first, the laws which regulate a currency composed entirely of the precious metals; secondly, the laws which regulate a mixed currency, composed of the precious metals, and of paper convertible into coin on demand; and thirdly, the laws which regulate a currency composed entirely of inconvertible bank paper.

There are some positions of the author, which you, Messrs. Editors, might be disposed to controvert, and others to which I cannot give my assent. It is unnecessary here to point them out, but an error into which Mr. R. has fallen in regard to the value of the British Sovereign ought not to go without correction; the more especially, as the same error is found in Foster's "MERCHANTS' MANUAL," lately from the Boston Press, and in other publications.

On page 34, Mr. Raguet gives \$4 87 7-120, as the true value of the British Sovereign under the GOLD BILL of 28th June, 1834. (The correct value under that bill would be \$4 87 137118967, and the true gold par of exchange with London.)

When he wrote this, Mr. R. appears not to have seen the third and last act of Congress, touching our coinage, approved 18th January, 1837, supplementary to the Act entitled "An Act establishing a Mint and regulating the coins of the United States," though he incidentally alludes to it in a note on page 186, near the end of his book.

Under this Act, the value of the Sovereign (pound sterling) 22 carats fine, is \$4 86 474742723303, or by extending the decimal, \$4 8665x, which is the real par of exchange with London, and quoted thus: 109.496x or very nearly 9½ per cent. premium on the computed par of \$4 44 4-9. But it is said to have been found by assay at the U. S. Mint at Philadelphia, within the current year, that the Sovereign is only 915½ thousandths (21.97x carats) fine, which is 1 1-6 thousandths short of the legal fineness—916 2-3 thousandths or 22 carats. Consequently, the value of the Sovereign is, in fact, only \$4 86 9914-241101, or by extending the decimal, \$4 8603x, which is now the real *intrinsic* par of exchange with London, (provided the Sovereigns are of full weight,) and is quoted thus: 109 35x, or 9 7-20 per cent. nominal premium, or the fixed par of \$4 44 4-9.

It should be noticed in this place, that the mode, still adhered to by many, of quoting exchange between the United States and London, is both *obscure* and *absurd*, as the premium or discount is founded upon the *false* or nominal par of \$4 44 4-9, instead of the true par of \$4 86x. It would be much more simple and intelligible, to quote the course of exchange at so many dollars and cents per pound Sterling or Sovereign, taking \$4 86x as the true value of the Sovereign, and fixed par of exchange with London.

It should also be observed, that in the calculation of duties at our Custom Houses, prior to the 14th July, 1837, the value of the pound sterling was computed at \$4 44. From and after that date, it was fixed by law at \$4 80, which still obtains in estimating the value of British goods, for the purpose of calculating the *ad valorem* duties.

The Banks receive and pay out Sovereigns at \$4 85—*one cent less than their intrinsic value*, (supposing them to be of full weight,) making a difference in 100,000 Sovereigns, of \$1000, between the *real* and *computed* value. This, I presume, must be owing to the officers of the British Mint taking full advantage of the "remedy," and suffering the Sovereign to be short of the standard in weight, as well as fineness. Or, it may be owing to many of the Sovereigns which reach this country, having lost part of their weight, and consequently value, through frequent use.

INVESTIGATOR.

English Discoveries in the Ohio Valley.

Among the many valuable articles with which the last or July number of the North American Review is filled, we find one under the title of "English Discoveries in the Ohio Valley," which will be read with great gratification by all to whom the history of the mighty west is a source of interest. The basis of the Review consists of "Travels through the interior parts of North America in the years 1766, '67 and '68, by J. Carver, Captain of a Company of Provincial troops during the late war with France," and "Carver's travels in Wisconsin." Although a mere sketch of the events with which the interval embraced by these works is filled, the article is much too long for newspaper insertion, and will require laborious abstraction to convey any thing approaching to an adequate idea of its worth. We shall therefore content ourselves with a hearty commendation of the present number of the Review, and the following compendium which forms the conclusion of the article in question:—*Balt. Amer.*

"From 1670 to 1750, the French were silently founding their towns in the west, unsuspected and unopposed by the natives. A few English traders were straying into the country, and the Indian tribes heard of proposals to settle their lands, on the part of the British; while the Iroquois, claiming the whole Ohio valley, but occupying only a very small part of it, had, previous to the year 1750, been by degrees becoming familiarized to the idea of selling those claimed lands, to the white men, to whom by the treaty of 1744, they did actually sell some of them. About 1750, the Indians found their homes about to be invaded by both English and French. Hoping to prevent the evils apprehended they first (1752) called on the English to keep out the French, and then were persuaded to join the French (1755.) The war followed 1756. The French were driven out 1758; and the English built forts in the Indian country to defend them from the return of their late allies 1760. By 1762 settlers began to annoy and alarm the natives, who learned the English wanted rather to have their lands, than to defend them, and they made a gigantic effort to free themselves from their oppressors 1763. They were conquered 1764, and more English put among them; though their lands were guaranteed to them 1765. In a few years those lands were once more invaded, and another war threatened 1766, 1767. Then the hunting grounds of the Shawanese, Delawares and Miamis were bought of the Iroquois 1768, and whites began to flock into them, against the protests of the occupants 1770, &c. These whites injured the savages 1773. Once again war came 1774, and once again the savages were conquered 1774. There we leave the parties; the Indians overcome, but full of hate and jealousy, and a determination to defend their rights; the Europeans claiming that beautiful country under fraudulent and void deeds, and holding it by the right of might.

"Against the French the English had no claim, save as defenders of the Indians under the old deed of the Six Nations. Against the Indians they had no claim at all. The simple truth with respect to the British possessions in the west, in

1775, was this; that Britain had conquered France, and had conquered the Indians, and had to what territory she occupied, the right of conquest and no other."

Claims of the United States upon Belgium.

The following article is extracted from the Independent, the official paper published at Brussels. It relates to the question of indemnities claimed by this and other Governments for the destruction of property in depot at Antwerp, during the siege by the French.

"Among the indemnities which must be considered, is one of a special character, which should invite the serious attention of the Government. We allude to the question of property destroyed by fire at Antwerp, in 1830.

This is a question of international law. It must first be determined which is responsible Belgium or Holland. We must decide who it was that first commenced hostilities, which resulted in the burning of the depot. Was it the commandant of the castle, or the Belgians; who first began hostilities? These questions should be settled by the two Governments. The third party interested should not be allowed to suffer from delay of justice.

The credit and the consideration enjoyed by Belgium abroad, has suffered from two events—the suspension of payments by the banks of Belgium and of Brussels. Private credit has suffered almost as much as the public. The evil could not be prevented; but prejudices will cease when our municipal and financial institutions are understood, which imply no obligations on the part of the Government.

These two events should not be aggravated by other circumstances. The merchants of America, England, France, Prussia, Austria, etc., have had their property destroyed by fire in the entrepot of Antwerp. They demand indemnity for their losses, and their respective Governments have presented their claims, and these will soon become more pressing.

The intentions of the Governments interested are known. The Government of the United States, by an express resolution of Congress, has sent a diplomatic agent to Brussels, with a special mission to demand indemnity for losses sustained by American citizens.

The British Minister had promised to support the merchants of England.

The Chamber of Deputies in France has warmly expressed its views in favour of indemnity for French citizens.

Our Government will certainly understand that the property of these foreigners is placed under the protection of international law. This is one of the necessities which must be acknowledged. The moment having arrived to dispose of these claims, it is surely for the interest of Belgium to meet them, without, however, abandoning negotiations on this subject with Holland."

The Steam Frigate.—The keel and floor timbers of the steam Frigate at our navy yard are laid, and the stem and stern timbers set up. She is ten feet longer than the ship Pennsylvania—her other dimensions are as follows:—

	feet.	inches.
Length of keel,	206	"
" between perpendiculars,	220	"
" extreme including cut water,	240	"
Breadth of beam, (moulded)	39	"
" outside of planking,	40	"
" outside of guards,	68	"
Depth of hold,	23	6
Draught of water, (load line)	18	3
Height above load line,	13	9
Measurement of tons,	1988 tons.	

The one building at New York is of similar dimensions, and the moulds for her construction were sent from our navy yard. There are only about twenty hands at work upon her, while we understand that upwards of one hundred are engaged on the one at New York. From present appearances however, the hulls of both will be finished long before their engines are ready for them.—*North American.*

* According to the Mint Regulations of most countries, there is an allowance for deviation from the standard weight and fineness of coins, which is the *Remedy of the Mint*.—In some, the remedy is allowed in the weight, in others, in the fineness; but mostly in both weight and fineness. It is considered, generally, an allowance for the fallibility of workmanship.

EXPORTS OF FLOUR AND WHEAT FROM 1790 TO 1838.

Years.	Bushels of wheat exported.	Av. price of wheat in England	Inspection of flour at different places.	Barrels of flour exported.	Av price of flour each year at Philadelphia.	Value of flour exported at av. prices in Phila.	Quantity of flour shipped to England. bbls.	Exports of flour from Canada. barrels.
1790	1,124,458	53. 2	254,107	724,623	\$5 56	..	..	..
1791	1,018,339	47. 2	321,578	619,681	5 22	3,234,735	..	..
1792	853,790	41. 9	439,074	824,464	5 25	4,328,436	..	..
1793	1,450,575	47.10	422,075	1,074,639	5 90	6,340,370	..	10,900
1794	698,797	50. 8	300,751	846,010	6 90	5,837,469	..	13,700
1795	141,273	72.11	227,471	687,369	10 60	7,286,111	..	18,000
1796	31,226	76. 3	196,955	725,194	12 50	9,064,955	..	4,300
1797	15,655	52. 2	138,062	515,633	8 91	4,594,290	..	14,000
1798	15,021	50. 4	100,475	567,558	8 20	4,653,975	..	9,500
1799	10,056	66.11	..	519,265	9 66	5,016,099	..	14,400
1800	26,853	110. 5	325,818	653,052	9 86	6,439,092	172,815	20,000
1801	239,989	115.11	342,605	1,102,444	10 40	11,465,417	479,720	38,000
1802	280,281	67. 9	426,012	1,156,248	6 90	7,978,111	208,744	28,206
1803	686,415	57. 1	325,955	1,311,853	6 73	8,828,771	203,127	15,432
1804	127,024	60. 5	394,961	810,008	8 23	6,666,365	7,140	14,087
1805	18,041	87. 1	459,372	777,513	9 70	7,541,878	36,752	18,590
1806	85,784	76. 9	474,521	782,724	7 30	5,713,885	127,619	10,997
1807	776,814	73. 1	709,559	1,249,819	7 17	8,961,202	323,968	20,442
1808	87,330	78.11	406,411	263,813	5 69	1,501,095	2,922	42,462
1809	393,989	94. 5	591,975	846,247	6 91	5,847,566	159,741	19,476
1810	325,924	103. 3	527,267	798,431	9 37	7,461,298	92,136	12,519
1811	216,833	92. 5	767,501	1,445,012	9 95	14,377,869	38,183	10,340
1812	53,832	122. 8	1,216,697	1,443,492	9 83	14,189,526	28,429	37,625
1813	288,535	166. 6	1,220,832	1,260,942	8 92	11,247,602	..	517
1814	..	72. 1	706,448	193,274	8 60	1,662,156	..	1,217
1815	17,634	63. 8	1,146,011	862,739	8 71	7,514,456	104,885	1,920
1816	62,321	76. 2	1,121,461	729,053	9 78	7,130,138	5,572	1,135
1817	96,407	94. 0	1,336,792	1,479,198	11 69	17,291,824	706,601	38,047
1818	196,808	83. 8	1,205,105	1,157,697	9 96	11,530,662	389,530	30,543
1819	82,065	72. 3	1,407,791	750,660	7 11	5,327,192	51,847	12,085
1820	22,137	65.10	1,877,109	1,177,036	4 72	5,565,609	171,772	45,369
1821	25,821	54. 5	1,707,350	1,056,119	4 78	5,048,248	94,541	22,635
1822	4,418	43. 3	1,599,976	827,865	6 58	5,447,351	12,096	47,247
1823	4,272	51. 9	1,557,724	756,702	6 82	5,160,708	4,252	46,250
1824	20,373	62. 0	1,714,400	996,792	5 62	5,601,971	70,873	41,901
1825	17,990	66. 6	1,882,611	813,906	5 10	4,150,990	27,272	40,003
1826	45,166	56.11	2,031,555	857,820	4 65	3,988,863	18,355	33,640
1827	22,182	56. 9	2,088,459	868,496	5 23	4,542,234	53,129	54,023
1828	8,906	60. 5	2,206,078	860,809	5 60	4,820,580	23,258	35,720
1829	4,007	66. 3	2,220,219	837,385	6 33	5,300,647	221,176	11,783
1830	45,289	64. 3	2,851,876	1,227,434	4 83	5,928,506	326,182	71,749
1831	408,910	66. 4	3,058,393	1,806,529	5 67	10,243,019	879,430	..
1832	88,304	58. 8	2,615,050	864,919	5 72	4,947,337	95,958	31,419
1833	32,421	52.11	2,815,606	955,768	5 63	5,380,974	22,207	51,435
1834	36,948	46. 5	2,915,814	835,352	5 17	4,318,770	19,687	26,812
1835	47,762	39. 4	2,856,448	779,396	5 88	4,582,848	5,376	16,976
1836	2,062	48. 6	2,512,416	505,400	7 99	4,038,146	161	..
1837	17,303	55.11	2,065,793	318,719	9 37	2,986,397	..	..
1838	6,291	63. 4	2,546,079	448,161	7 79	3,491,174	8,295	..

REMARKS.

The preceding table exhibits a general view of the flour and wheat trade of the United States, for forty-nine years. The first column shows the exports of wheat, which in 1790 amounted to 1,124,458 bushels, and in 1838 to only 6,291 bushels. The following statement shows the same divided into periods of ten years, and their annual average.

	Bushels.	Bushels per an.
1790 to 1799	5,359,190	535,919
1800 to 1809	2,723,360	272,336
1810 to 1819	1,340,359	134,035
1820 to 1829	175,272	17,527
1830 to 1838	685,990	76,143

Total bushels 10,383,471

Being a yearly average of 209,666 bushels.

The second column exhibits the annual average price of wheat in England as published in the London Gazette, and the following statement shows the average of each period of ten years from 1770 to 1838.

	s. d.
1770 to 1779	45. 0
1780 to 1789	45. 9
1790 to 1799	55.11
1800 to 1809	82. 2
1810 to 1819	68. 8
1820 to 1829	58. 5
1830 to 1838	55. 1

Making the annual average price 61s. 6d.

In the third column is the inspection of flour in the different places in the United States, as far as it can be obtained.

From 1790 to 1798 inclusive, is for Philadelphia only, this was obtained from the books of the inspector for that period.

From 1800 the amount of inspections is taken from the tables originally formed, with great labour, by a gentleman long engaged in the flour business, and published first in the Philadelphia Price Current, and continued to the later dates in the Commercial List. It is to be regretted that complete returns from the whole United States could not be obtained, and in some instances these are estimates—so that they can only enable us to form some idea of the amount. From 1800 to 1811, we have no account of the inspections in Philadelphia or New York. From 1800 to 1803, we have only those in Baltimore, to which from 1803 to 1811, the inspections in Alexandria are added. 1812 Shows the inspections in Philadelphia, Baltimore and Alexandria. From 1813 to 1818 inclusive, we have the inspections of Philadelphia, New York, Baltimore and Alexandria. In the next year (1819,) are added Richmond and Petersburg—and to these in the next two years Fredericksburg. From 1822 to 1829 inclusive, are embraced the inspections at New Orleans, to which in 1830 to 1836 inclusive, Falmouth is added. In 1837, Falmouth is deficient as are Fredericksburg and Falmouth in 1838. In this last year, however, Albany is included; we shall, hereafter, furnish a table showing the inspections in each place, our object now being only to give some general idea of the inspections in this country.

The exports of flour from the United States in each of the forty-nine years, are shown in the next column—which we have divided into periods of ten years, as follows:

	Barrels.	Per annum.
1790 to 1799	7,104,436	710,443
1800 to 1809	8,953,721	895,372
1810 to 1819	10,120,498	1,012,049
1820 to 1829	9,052,930	905,293
1830 to 1838	7,741,678	860,186
	42,973,263	

Annual average of the whole period 877,000 barrels.

The average prices of flour are given each year for Philadelphia, in the next column, as published a few years since in the Price Current.—The following shows the averages of periods of ten years.

	Phila.
1790 to 1799	\$7 87
1800 to 1809	7 89
1810 to 1819	9 39
1820 to 1829	5 54
1830 to 1838	6 45

In the next column is shown the amount of the Exports of flour each year calculated at the average Philadelphia prices.

Then follow the quantities of flour exported to England from 1800 to 1838, being in the former 172,815 barrels and the latter 8295. The largest quantity ever sent there appears to have been in 1831, viz., 879,430 barrels. In 1837, none was sent there.

In the last four years large importations of wheat and flour took place.

	Wheat.		Flour.	
	Bushels.	Dolls.	Cwt.	Dolls.
1834	238,769	198,647	39,897	69,976
1836	588,898	493,159	21,269	62,841
1837	3,921,259	4,154,329	30,719	122,651
1838	894,536	896,560	12,731	44,273

In the last column are given the exportations of flour from Canada, as published in the Montreal Gazette, from 1793 to 1830, the remaining years are from other British documents,

During the period embraced in the preceding tables, there has been a succession of important political and commercial changes, calculated to affect the prices of those most essential articles of subsistence. We notice a few of them derived from the tables heretofore published, and other sources.

- 1790 } Peace; and favourable seasons in England.
- 1791 }
- 1792 }
- 1793 War with France commenced 1st February, 1793; favourable season.
- 1794 to 1801 War with France.
- 1794 to 1795 Deficient crops.
- 1796 Wheat was 7£ per quarter.
- 1797 Suspension of specie payments by bank of England.
- 1798 Seasons less unfavourable.
- 1799 and 1800 Bad seasons, crop short $\frac{1}{2}$ in 1799, and a scarcity of bread corn in 1800.
- 1801 Good crop followed by peace in 1802.
- 1802 and 1803 Good seasons, average crops, war recommenced May 1803.

1804 and 1805 Scarcity in Spain, deficient crop in England in 1804, average crops in 1805, '06 and '07, 1803 to 1815 second war with France.

1808 Partially deficient crops; act of Parliament restricting neutral trade.

1808, 1809 Embargo in U. S. June 6, peace with Spain, great deficiency in England.

1810 Good crops in England, 1811 deficiency.

1812 and 1813 War between America and England, favourable crops in England but currency depreciated.

1814 War between England and America, nearly an average crop, but great import, and decrease of charges of production, consequent on peace, Banks in the United States suspend specie payments.

1815 Bonaparte surrendered himself to the English July 15. Peace between America and England, full average crops in England.

1816 Bank of England partially resumes specie payments; peace; great and general deficiency of crops.

1817, 1818 Not exceeding an average crop, the ports open from November 1818 to February 1819, leaving on hand 1,900,000 quarters of wheat, 1817 Banks in the United States resumed specie payments.

1819 Somewhat below an average crop.

1820 Bank of England resumed issuing gold. Exceeding an average crop.

1821, 1822 Average crops.

1823 Scarcity.

1824 An average, and nearly an average in 1825.

1826 and 1827 Average crop.

1828 Scarcity, 1829 average crop.

1830 Full average crop, and 1831 nearly an average.

1832, '33 and '34 Above an average crop, and 1835 considerably above.

1836 Above, and 1837 below an average, in 1835 a revolution in Spain. December 16, 1835 great fire in New York; war between Mexico and Texas, revolution at Lisbon.

1836, 1837 Crops in the United States short—importations of foreign flour, wheat and potatoes.

1837 Great commercial embarrassments in the United States, suspension of specie payments by banks of New York, May 10, by others soon after; extra meeting of Congress; troubles in Canada.

1838 Specie payments resumed in the United States.

The following statement will show some facts respecting the early exports and prices of flour and wheat in Pennsylvania.

Exports of Flour.

1739	35,438	bbls. at	11s. 6d.	per cwt.	equal to	\$2 57
1730	38,570	do.	10 6	do.	do.	2 45
1731	56,639	do.	8	do.	do.	1 86
1749	67,092	do.	16 6	do.	do.	3 84
1750	82,095	do.	12 6	do.	do.	2 92
1751	108,695	do.	12	do.	do.	2 80
1771	252,744					
1772	284,872					
1773	265,967					
average 2.74.						

Exports of Wheat.

1729	74,800	bushels,	at 3s. 6d.	or 47 cents.
1730	37,643	do.	3 4	44 do.
1731	53,326	do.	2 6	33 do.
1749	45,775	do.	5 3	70 do.
1750	86,745	do.	4	53 do.
1751	76,870	do.	3 10	51 do.
1771	51,699			
1772	92,012			
1773	182,391			

Upon comparing the preceding statement with the tables, it appears, that for the last eight years, the exports of wheat from the whole United States, were not as great as they were from Pennsylvania alone 100 years ago; nor with only two exceptions, will they exceed in the last 25 years, the exports from Pennsylvania 60 years ago. And the exports of flour for the last 3 years from the United States, are not double the amount of exports of that article from Pennsylvania 60 years ago; while the average prices of both articles have increased probably three or four fold. Upon comparing the exports of flour in the table, we find the exports for the last few years less than they were 50 years ago; and that for several years, with a few exceptions, there has been a gradual diminution in the quantity of exports of this article. On the other hand, viewing the inspections from the same districts of the United States, we find that they average nearly alike for the last 10 years, rather diminishing, however, than increasing in quantity. These are interesting facts, and merit some consideration. Are markets, which we formerly supplied, now deriving their supplies from other quarters? Is the attention of agriculturists in the United States directed more than formerly to the production of more profitable articles? Is the climate becoming less favourable to the cultivation of wheat? And is not the increase of population so rapid as to require for consumption so large a portion of the quantity produced, as to render us unable to spare as much as formerly for foreign demands, unless in years of remarkable abundance? These are interesting inquiries, and we should be glad to have the views of some of our friends upon the subject.

It appears to us important that more attention should be paid by the states, if not by the general government, to the

inspections of flour, as a mean of ascertaining more nearly than can now be done the actual consumption of the country. It is true, that from the inspections we can form no very correct idea of the consumption, as vast quantities of the flour consumed, even in the cities, are not inspected, as is also nearly all that is consumed in the interior of the country. But, as a census is to be taken next year, may not some provision be made for ascertaining the number of mills and their operations during the present year? also of the quantity of wheat grown?

The comparative price of flour has, by some political economists, been considered a good test of the value of money at different periods; if it be so, the preceding data enable us to furnish the following comparison.

We have shown that prices in Pennsylvania, at different periods, from 1739 to 1751, averaged \$2 74 per barrel, at which rate \$1 would purchase 71 53-100 pounds; and the average from 1790 to the present time, is \$7 42, at which rate \$1 would purchase only 26 41-100 pounds, the former being 1 40-100 cent per pound, and the latter 3 78-100 cents per pound; showing money to be less available now for the purchase of this most important article of subsistence in the proportion of nearly three to one. But on referring to the table, it will appear that the highest prices and greatest exports arose from demands for Europe.

On Friday night this city, and on Saturday night New York, was visited with a most destructive conflagration, the particulars of both which we are compelled by want of space to defer until our next number.

Welland Canal Business.

The increase of Lake business through the Welland Canal this season is worth noticing. The amount of tolls collected up to August 1st this year, is nearly double the sum collected last year in the same period, which is a pretty good indication of the increase of business, there not having been any additional rates charged that we are aware of. The Oswego route East, via the Welland Canal, takes quite a portion of the Lake carrying trade, specially heavy, bulky articles. We copy from the St. Catherine's Journal a statement of the principal articles of property which passed through the Welland Canal, during the month of July, 1839 and 1838.

ARTICLES.	1839.	1838.
Flour, bbls.	2,100	8,036
Pork and Beef, do.	1,680	1,304
Salt, do.	35,083	22,130
Lard, do.	72	3
Whiskey, do.	33	50
Ashes, do.	27	38
Boards, feet.	247,800	126,240
Square Timber, cubic feet,	68,121	29,773
Saw Logs, No.	1,328	463
Pine Staves, do.	180,847	92,924
W. I. Staves, do.	591,504	231,792
Shingles, do.	143,500	5,000
Wheat, bush.	59,301	45,036
Corn, do.	3,259	6,536
Butter and Lard, kegs,	239	
Plaster, tons,	94	73
Coal, do.	75	
Grindstones, do.	45	27
Merchandise, do.	353	207
Schooners, No.	172	125
Boats and Scows, do.	97	27
Rafts, do.	17	9
Tonnage, do.	21,863	13,527
Amount of Tolls, £1,454 12 5		£956 11 84
Total amount collected, £5,706 12 10		£3,123 1 94

Missouri and Iowa.

A Proclamation by the Governor of the State of Missouri.

Whereas, a publication has appeared in the public prints of this State, purporting to be a proclamation issued by the authority, and bearing the name of the governor of the territory of Iowa, declaring that a certain organic law of said territory, entitled "an act to prevent the exercise of a foreign jurisdiction within the limits of the territory," shall extend to, and be in force within, a certain district of land lying within the boundaries, and subject to the jurisdiction of the State of Missouri,—and authorizing the arrest and trial before the judicial tribunals of Iowa, of all persons residing within the limits of the said territory, as the same have been declared, and are now legally claimed by the said territory of Iowa,—who shall accept of any office of trust, from any State, or who shall exercise, or attempt to exercise any official functions, or who shall officiate in any office or situation within any part of the jurisdiction of said territory, as at present declared; or within the limits of any of the counties therein, as at this time organized by virtue of any commission or authority not derived from the government of the United States or said territory; admonishing all persons residing within the limits of the said territory, as the same have illegally extended from the acceptance of any such office or trust, calling upon the several officers of the territorial counties bordering upon this State, to be careful that the laws of the United States and of said territory be respected, enforced and faithfully executed within the boundaries of Iowa, as they are at present organized, and exhorting all such officers to promptitude and vigilance in the discharge of their respective duties, and to be vigilant in protecting the inhabitants who, it is pretended, reside within the limits of the said territory of Iowa, and moreover to exercise the power of arrest within a district of country, which since, and by the terms of admission of the State of Missouri into the confederacy of the United States, has been, and still is, subject to the authority of this State, and over which the territory of Iowa is now seeking to extend an unwarranted and unauthorized jurisdiction; and

Whereas, by an act of the Congress of the United States, entitled "an act to authorize the people of the Missouri territory to form a constitution and state government, and for the admission of such State into the Union on an equal footing with the original States, and to prohibit slavery in certain territories," approved March 6, 1820, the territory of the State of Missouri has been set forth, prescribed, and forever ceded by the United States to said State, as the same is declared to be included within the following boundaries, to wit:

"Beginning in the middle of the Mississippi river on the parallel of 36 degrees of north latitude; thence west along that parallel of that latitude to the St. Francois river; thence up and following the course of that river in the middle of the main channel thereof to the parallel of latitude of 36 degrees and 30 minutes; thence west along the same to a point where the said parallel is intersected by a meridian line passing through the middle of the mouth of the Kansas river, where the same empties into the Missouri river; thence from the point aforesaid, north along the said meridian line to the intersection of the parallel of latitude which passes through the rapids of the river Des Moines, making the said line to correspond with the Indian boundary line; thence east from the point of intersection last aforesaid, along the said parallel of latitude, to the middle of the main channel of the main fork of the said river Des Moines to the mouth of the same, where it empties into the Mississippi river; thence due east to the middle of the main channel of the Mississippi river, down and following the course of the Mississippi river in the middle of the main channel thereof to the place of beginning."

Which said boundaries have been ratified by and incorporated into the constitution of this state.

And whereas by an act of the general assembly of the state of Missouri, entitled "an act defining the northern boundary line of the state," approved February 18, 1837, it is enacted as follows:

1st. The line as run and marked out by the commissioners appointed by this state from the rapids of the river Des Moines to the Missouri river, in the year 1837, be and the same is hereby declared the northern line of this state.

§ 2. This act shall take effect and be in force from and after its passage.

Which line mentioned in the first section, as appears from the report of said commissioners, filed among the archives of this state, commencing at the rapids of the Des Moines, on the parallel of north latitude 40 deg. 44 min. 6 sec. runs with said parallel westwardly until it strikes the Missouri river.

Now, therefore, I, J. L. BURN W. BOGGS, governor of the state of Missouri, by virtue of the authority with which I am invested by the constitution and laws of this state, and in fulfillment of the obligation thereby imposed on me "to take care that the laws be distributed and faithfully executed throughout the state," do hereby order and command the officers, civil and military of the counties of this state, adjoining the northern boundary, as the same has been declared and established by the legislature of Missouri, that they may cause the laws of this state to be observed and faithfully executed within the limits of their respective counties, and that if they are prevented or obstructed in the execution of any process, or the exercise of any official function by persons who claim not to be citizens of this state, and deny its jurisdiction and authority within the limits aforesaid, that they call to their aid the power of the county within which they are authorized to act; and if said obstruction arises from any unlawful assemblage of three or more such persons, that they report the fact to some judge or justice of the peace of this state in order that a proclamation may be issued, commanding the persons thus assembled to disperse themselves, and depart peaceably to their homes—and in the event that such assemblage refuses to disperse when thus commanded or are armed, or make forcible resistance to such officers, then said officers are hereby commanded to call to their aid either the power of the county, or a sufficient number of the militia, or other persons on arms, to disperse said assembly arrest the offenders, and maintain the authority of the laws.

And I do further direct and order that the officers of the militia of the state of Missouri do hold themselves and their respective commands in readiness to render any assistance that may be required of them by the proper officers, in quelling any disturbance within the limits of this state, in enforcing the execution of lawful process, sustaining the civil officers in the exercise of their official functions, and in fully maintaining the dignity of this state and the supremacy of its laws.

And I do moreover warn all persons residing within the limits of the territory embraced by the present boundaries of the state of Missouri, as they have been established by the laws thereof, from taking upon themselves any office or public trust, or exercise any power, or do any act not appertaining to such office or trust without a lawful appointment or deputation therefor from the proper authorities of this state.

And I do moreover expressly direct all officers, civil and military of this state, while they are required to execute fully their official duties within the aforesaid limits, over which the said territory of Iowa claims to be entitled to extend its authority, by virtue of a pretended right, and the exercise of an unlawful jurisdiction, so to conduct themselves as to create no unnecessary excitement, and to use their utmost efforts, consistent with the requisitions of the laws of this state, to suppress any needless collision, and to maintain an amicable feeling with the citizens of this state, and the United States residing within the territory of Iowa, and in every respect in the discharge of their official functions to conform strictly and literally to the laws of this state.

In thus fulfilling the duty imposed upon me by the constitution and laws of the state, which are so ordered, that no right exists, which enables the executive to interpose its powers in order to arrest or even delay the progress of the civil authority until such time as the cause of the present difficulty shall be removed, and that no alternative is left

but to carry the laws of this state in full and complete execution, I must at the same time express my sincere regret that the peaceful and kind interchange of friendly feelings between the citizens of this state, and the citizens of the United States residing within the territory of Iowa are likely soon to be harshly suspended, and that a violent severance is about to be applied to this, that should bind a people whose language, habits, pursuits and principles are the same, and whose mutual interest prompts them to be neighbours in sentiment as well as locality. In thus declaring my individual feelings on this subject, which, I have every reason to believe, are felt generally by the citizens of this state, I entertain the hope that the enlightened authorities of the territory of Iowa will permit to be offered no obstruction to the peaceable and quiet administration of the laws of Missouri, within the ceded and constitutional limits of this state.

In testimony whereof, I LILBURN W. BOGGS governor of the state of Missouri, have hereunto set my hand, and caused to be affixed the great seal of the state of Missouri. Done at the city of Jefferson, in said state, this twenty-third day of August in the year of our Lord, one thousand eight hundred and thirty-nine, of the independence of the United States the sixty-fourth, and of this state the twentieth.

LILBURN W. BOGGS.

By the governor,
JAS. L. MIXON, *Secretary of State*.

Oswego.

Correspondence of the Journal of Commerce.

LAKE ONTARIO, August 5.

Ever since the promise made on the eve of my departure from New York, to give an account of what I should discover on my journey to the West, at all worthy of observation, I have been on the look-out for matters of interest.

The rapidity with which a traveller proceeds through New York, as people are accustomed to go, makes one's eyes and ears of but little value to him during the journey. A day's delay, however, on the confines of the State at Oswego, has enabled me to look about that thriving and beautiful village, and gain some information of its industry and natural advantages.

It is situated, as you well know, on both sides of Oswego river, immediately upon the Lake. From the adjoining hills, which are from fifty to an hundred feet in height, the land slopes gradually towards the river and the lake, and in this half basin, Oswego lies; it gives an appearance of great beauty to the place, which the inhabitants have greatly increased by their fine mansions, dotted over the high grounds. From these dwellings on all sides, the business part of the town, which runs along the river, is overlooked, so that the whole village is within the view of nearly every resident. The land within the amphitheatre thus formed, is about one thousand acres in extent, or nearly two square miles; and as the population only numbers about six thousand, you may imagine that much of it is left uncovered with houses.

The beauty of the place constitutes by no means the most important of its claims to notice. Its position, its natural advantages, its thrift, are the qualities which commend it to a busy nation like ours.

Long before the Erie Canal was built, the trade from the Cayuga and Seneca country was conducted through Oswego.

The establishment of the Erie Canal diverted the trade from this section, and Oswego for some years languished, until the Oswego Canal was built, connecting the waters of Oswego river with those of the Erie Canal, which happy event not only restored it to its former condition, but has enabled it to increase very rapidly to its present size.

Between Salina and Oswego the falls upon Oswego river are about 186 feet, and within two miles of the village, being 32 feet; the last, of 16 feet, part of the 32, at the village.

Owing to the circumstance that the river is fed chiefly from the small lakes in the interior, it is neither subject to

large freshets, nor to much low water from drought; and in this respect is an admirable mill stream. I endeavoured to ascertain the quantity of water discharged from it, when the river was lowest; but it has not been measured—a duty which the engineer upon the Oswego Canal has promised to take upon himself this summer.

If all the mills in the State were located upon the stream, it would be sufficient for their use. The power at the village could easily drive many more mills than are erected. At Rochester there are ninety run of stone; at Oswego forty-two, and two cotton mills. The difference in the amount of flour ground at the two places is not truly indicated by the difference in the number of stone, because the power at Rochester cannot be so permanently used, owing to the low water there in the summer. Oswego does not suffer from that misfortune. Most of the flour is ground between harvest time and cold weather, when ice locks up the Canal boats, and it is in the midst of this period that Rochester loses a great part of her power.

Canals are built at Oswego on both sides of the river, from which water is supplied to the mills, and vessels entering the harbour run along side of the mills, from which the wheat is lifted into them. When it is ground, the flour is lowered into the Canal boats, so that all cost of transportation is saved. It then finds its way to New York by the Oswego and Erie Canal.

Wheat is brought to Oswego from Illinois, Michigan, Indiana, and Ohio, in vessels which pass through the Welland Canal, and it will become a favourite route for the transportation of goods, as it is now for the travel from New York westward—about ninety sail are engaged in the trade.

The harbour at the mouth of the river, which is shut off from the lake by a break-water, covers about fifty acres, and is altogether a safe and desirable harbour. The break-water was built of wood; it is now undergoing a change into a more permanent structure, and will soon consist entirely of stone. Limestone from the St. Lawrence constitutes the outside of what is now finished, and the filling up of the work is done with the sandstone which abounds in this region. It appears to be a very solid work, and is constructed by the general government. The sandstone, which is red, is used in a few buildings here, but it is very much disfigured by white blemishes, which give it the appearance of being daubed with paint.

Old Fort Ontario, erected, I believe, before the Revolution, and now in ruins, is about to be re-built on a large scale. The old Fort stood on a commanding position East of the harbour, on the brow of the shore, which place the new fort is designed to occupy. It will be protected by another fort on the West, on the opposite hill, near the Lake, and by two others on hills about half a mile from the Lake, on each side of the river. Thus the city will be surrounded by fortifications, and Oswego, the naval depot of this region, will be protected against invasion.

On the score of health, Oswego stands high. I did not see a sickly looking man. Upon mentioning this to an old resident, he observed, we pay our butchers well, but nothing to our doctors. They have a land breeze at night and a lake breeze in the day, the latter setting in about 8 o'clock in the morning, and bringing a buoyant and delightful air. It was so cool, however, this morning, that flannel was very comfortable. All who consult ease, comfort, economy, and rapidity in travelling, should, in their journey from New York westward, go through Oswego. A traveller leaving New York on Monday morning, would reach here Tuesday afternoon at 5 o'clock, in time to take the boat for Lewiston, which he would reach next morning, and go thence to Niagara by breakfast time. The following Monday he could be at Chicago, by the boats which leave Buffalo in the afternoon on alternate days. It is better on the score of rest to leave New York in the afternoon, and sleep on board of the steamboat and at Syracuse. The cars reach Syracuse about 8 o'clock, P. M., the next day after leaving New York, and a canal boat starts in the morning for Oswego, in time for the boats for Niagara, which leave Oswego every afternoon upon the ar-

rival of the passage boat. On the route as far as Oswego, there is a morning and an afternoon line, all the way through from New York. The expense is as follows: to Albany \$3; to Utica \$3 75; to Syracuse \$2; to Oswego \$1 50; to Lewiston \$4; to Niagara 44 cents—in all, \$14 69, exclusive of meals, except from Oswego to Niagara.

Yours, &c.

B.

From the Newburgh New York Telegraph.

Gratitude, Gallantry and Feeling.

To record the incidents connected with the "old soldiers" of Washington—those few falling leaves of the tree of the revolution—is ever pleasing. But few of them remain. In a few brief years, the "last soldier of the revolution" will have died.

The following little incident, interesting and touching in its way, occurred here last week during the visit of that highly disciplined and soldier-like corps, the *National Greys*, of New York city.

One of their numerous marches, in the neighbourhood of our village, to receive the well-deserved hospitality of our citizens, was to Ettrick Grove, the beautiful seat of Mr. Hale, a mile below the village, taking in their way "Washington's Head Quarters," to which the company wished to pay a last visit before their departure. The entire march was over consecrated ground.—Washington himself had known and traversed every foot of it—in the neighbourhood was the ground where the army was stationed, and in the ravine below, was the revolutionary cannon foundry, traces of which are still visible. These were all pointed out, as also the remaining portion of the house (now Mr. Hale's kitchen) to which Washington was invited to an entertainment, in order to his betrayal by a band of conspirators against his life and his country's hopes. These several reminiscences had each its interest; but the crowning incident of the march, and the one likely to live longest in recollection, was this:

On the outward march of the company, at a little distance in advance in the porch of a cottage, was observed the bowed and bleached head and wasted form of one of those immortals on earth, who shared the toils of war with Washington—it was BENJAMIN EATON, the last but one (Robert Blair, also of this village,) of Washington's Life Guard. The fact being announced to the officers of the corps, they eagerly advanced, in person, while the company uncovered, and thus all testified, in passing, their respect for the noble old Roman. On their return, the old soldier was escorted out, supported on either side by the Captain and Lieutenant, and the corps passed in review before him, uncovered, and with as profound respect and nice observance of military order as the old soldier in other days would have passed in review before his venerated Washington. He was then escorted to the front and introduced personally to each member of the corps—and as each seized him by the hand and uttered the heart-felt "God bless you, General," the gathering tear in the eye of each young soldier told the glow of gratitude and patriotism enkindled in his bosom. It was a moment and a scene to excite deep feeling. The eye of the veteran, dimmed by age, brightened again with pride and joy. The scenes and the forms of other days seemed reanimated and again brought to his view. But it was a transient vision, and came but for a moment to gladden the veteran's heart. Recollection but too soon recalled the realities of the present; and he was heard to murmur, "Alas! I have lived to be useless to myself and to the world!"

He told them, however, as a parting advice of an old soldier, to "remember their Great Commander." He said he had been present in sixteen battles of the Revolution, and amid the dangers of them all had sought aid from above in a prayer for himself, his country and his companions; and was himself a living witness, with the frosts of eighty-two winters upon his head, that these prayers were not in vain.

Benjamin Eaton has seen much service, and his country owes him much. He was in the battles and shared the

dangers of Lexington, Monmouth, Flatbush, Brandywine, Harlem Heights, &c., and served under the gallant Sullivan, in 1779, in his expedition against the "Six Nations" of Indians. Poor in every thing but spirit and merit, he has lived for years upon that evidence of coldest ingratitude—a pension of ninety-six dollars!!

From the New Bedford Mercury.

Mr. Editor,—As several of our ship owners and writers have suffered severely by the breaking of chain cables, you will confer a favour by publishing the following table of the strength of chains made of the best *Lownoor Iron*.

Size of Iron	Breaks when in bars at 80 tons pres.	Breaks when made into chains at 158 tons pres.	Proved by a stress of tons.
2 1-8 in.	69	120	72 tons.
2	59	103	64
1 7-8	51	88	56
1 3-4	43	73	48
1 5-8	37	63	42
1 1-2	31	53	36
1 3-8	26	44	30
1 1-4	21	36	25
1 1-8	17	29	20
1	14	24	16
0 15-16	12	21	14
0 7-8	10	17	12
0 13-16	9	16	10 1-2
0 3-4	8	14	9
0 11-16	7	12	7 1-2
0 5-8	5½	10	6
0 9-16	4½	7½	5
0 1-2			4

It will be seen by the above table that an inch bar of round iron breaks at a pressure of 17 tons—made into chain 29 tons break it, and by the government regulation it is proved by a pressure of 16 tons. The test to which they are submitted is a hydraulic press of a steady, gradually increasing power. A sudden jerk or strain, like the motion of a ship in a short sea, is a severe trial to a cable. In such cases they will often break with much less strain than the tabular number. The floating light ship of Liverpool is 120 tons—has very short masts, no yards, and is moored with two 1½ inch chains, of 120 fathoms each. In the gale of the 6th of January, both her chains were broken, she was compelled to desert her post, and in consequence of her absence, many lives and several fine ships, among them the Pennsylvania, were totally lost. AN OLD SKIPPER.

Russian Currency.—The Journal de St. Petersburg publishes an Imperial Ukase, instituting an office connected with the Imperial bank of Commerce, for the deposit of sums in silver, which are to remain intact under the guarantee of the bank, and are not to be applied to any other purpose than the reimbursements of deposits. Notes to be called *notes of the deposit bank* are to be issued for 3, 5, 10 and 25 silver roubles, and may ultimately be for 100 roubles each, which are to be current throughout the empire, and received in payment for their full value by the Government as well as individuals. The bank is to be opened on the first of January.

Wheat.—David Lee, Esq. of Barre, Mass. has received bounty for 96 bushels of wheat, raised the present season from six bushels of sowing.

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From the London Nautical Magazine.

Notes on the St. Lawrence Fisheries,

By Captain R. FAIR, R. N. lately commanding H. M. S. Champion.

Passing through Chedabucto Bay, we fell in with large masses of floating ice. On the 21st of April, having arrived at the southern entrance of the Gut of Canso, and finding it completely blocked up, we stood over and anchored in Inhabitation Bay. This is a very spacious and well sheltered bay, of considerable extent, with excellent holding ground, from 8 to 9 fms. water; we rode out some severe gales from the southward, (the most exposed) and from the N. W. and lay perfectly smooth and secure, and completely out of the stream of ice that sets down through the Gut.

There appears to be but little fishing carried on in this immediate neighborhood. American fishing schooners, a great number of which passing through the Gut, frequently stop to wood and water on the Canso shore; and I understand that many of the inhabitants (young men) enter on board of these vessels for the fishing season, receiving about twelve dollars per month; and in many instances, are induced to continue for the voyage, and, finally leave Nova Scotia for the United States.

It was not until the 29th of April, that the Gut was sufficiently clear of ice to admit of our proceeding to the northward, when we got under way and ran through. Thence cruising through the Northumberland Straits, and running along the coast of Miramichi, the island of Shippingham and Miscou, we arrived in Gaspé Bay, on the 3rd May, and anchored abreast of Douglas Town.

The following day it blew a fresh gale from the S. E. (and a heavy sea set into the bay) which was succeeded by a calm. The agitation of the sea had loosened and broken up the ice in the river and upper part of the bay. At daylight on the morning of the 5th, we observed an immense body of ice drifting towards us, but there being no wind our only resource was in the ground tackling: a second anchor was let go, and every precaution taken, by having the bows and side of the ship protected with fenders, &c. For the first few hours the current brought the ice down with such rapidity and violence, that we were apprehensive of the anchors being brought home; but after the first shock we rode easy and secure. The sea, for a distance of eight miles, was a complete sheet of ice; and it was not until the evening of the 6th, that the whole had passed us.

We left Gaspé Bay on the 9th, and passing by the fishing establishment of St. Peter's, Malbay, and Perceé, anchored at Paspabiac (Bay of Chaleur) on the 10th May.

This is by far the most important and most extensive fishing establishment in the Gulf. It belongs to the firm of Robins and Co. who have very extensive stores at this place, they build ships of considerable burthen, and send them loaded with fish, to all parts of the world; their chief markets are the Brazils and Naples. They employ in the trade, from this place, four ships, three brigs, and one schooner, amounting to about 1500 tons—their crews about 150 men.

The fishing on this coast is entirely carried on in small boats, with two men in each, who, every evening, return on shore, when the fish is landed and cured. At the close of the summer fishing season (from the 8th to the 15th August) all the fish caught at the several establishments, and along the coast, is brought in; and laden on board the different ships.

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The country around was still covered with snow; the rivers in the bay not yet open. After having ascertained the period when the fishing would commence on the coast, we left the Bay of Chaleur, and proceeded towards the Magdalen Islands where we arrived, and anchored in Pleasant Bay on the 19th May.

We found the herring fishing had commenced, and in active operation in the several parts of the bay (chiefly in the little harbours of Amherst and House Harbour) by about 146 sail of American fishing schooners, of from 60 to 80 tons, and each carrying 7 or 8 men. Among them, were not more than seven vessels belonging to the British Possessions, and they, chiefly from Arichat.

The quantity of herrings was very great,* exceeding that of any former year; and the expertness and perseverance of the American fishermen, were far beyond that of the Arichat men. It is computed that the American fishing schooners average nearly 700 barrels each, and the barrel is valued at one pound sterling, making for the 146 sail, then in the bay, a presumed product of 100,600 barrels, value £100,000; the tonnage employed, about 10,000 tons; and the number of men about 1,000.

We remained at the Magdalens† until the 27th of May, in which time several of the American vessels, having completed their cargoes, had sailed for their respective ports.

On the 4th December previous to our arrival, two English Merchant vessels were wrecked and totally lost on the Magdalens; their crews consisting of twenty-eight persons, remaining on the islands until the end of May, were a serious inconvenience to the inhabitants, whose scanty store of provisions (it being an unusually long and severe winter) was quite exhausted before the opening of the navigation, and I understand they were in positive want and distress. It may be a matter of consideration, the forming of a small depot of provisions here, similar to the establishment at Anticosti, for a similar purpose.

Leaving the Magdalenes, we touched at Pictou. The trade of this port is rapidly increasing, and the town of New Glasgow, in the neighborhood of the coal mines (distant nearly eight miles from Pictou) promises to be of considerable importance. Upwards of 30,000 tons of coal were exported from these mines in the year preceding our visit, most of which, was for the United States, and in American bottoms. There is no fishing carried on at Pictou. The country around being agricultural is rapidly improving; and the quick intercourse by steam with Prince Edward's Island, promises to be of great advantage.

We sailed from Pictou on the 3d June, and coasting around the east end of Prince Edward's island, again visited the bays Chaleur, and Gaspé, and the coasts adjoining; and stretching over to Anticosti landed on the east end, and examined the new light-house lately erected on Heath point—it was commenced in June 1831, and finished in September, 1835; but the lamps and apparatus for lighting it, were not fixed. It appears to have been remarkably well built, well arranged for the reception and accommodation of persons, who may be

* So plentiful are the herrings, that they are lifted out of the water into a boat, merely dipping it into the sea alongside as fast as it can be done.

† A curious anomaly exists in the government of these islands: they are under the jurisdiction of the Governor of Canada at Quebec, from which place they are cut off, nearly half of the year, while, they are open to Nova Scotia at all times.

wrecked or driven on shore there, during the winter season. We found a small store of provision there, in charge of two men, who have also the care of the light-house. A few fishing shallops belonging to the Magdalens, were fishing off the east end, where they found cod in great abundance, and of excellent quality.

Quitting Anticosti, we stood over for the Labrador coast, and on the evening of the 17th June made Mount Isle. We cruized along the shore, westward, without meeting with a single sail, experiencing light baffling wind and thick weather the current strong and of uncertain direction. On the 22d we anchored in Mingan Harbour. This is a safe but very confined anchorage, there not being room in it, sufficient for a vessel to lie at single anchor. The tide or current runs strong, and it requires a leading wind to enter or depart from it. Mingan is the principal establishment of the Hudson's Bay Company, on this coast; and its outposts extend westward to the river St. John's, and eastward to the Masquara, some distance from Mount Isle. The agent's house and store houses are situated close to the beach, and abreast of the anchorage. Mingan, although the first and most extensive establishment on the coast, does not appear to be of very great importance. The amount, or value of furs annually collected, does not exceed four thousand pounds sterling, and the salmon fishery is productive to about the same amount. It is said that the animals, as well as the Indian hunters, are rapidly decreasing. The salmon fishing at the several rivers, is carried on by two or three men (at most) at each river, except at Natishquan, which is their best and largest fishery: here seven men are stationed during the summer months, and their usual take or catch, is about one hundred and eighty tierces. Towards the end of July, all those men, with the produce of their labours, are taken up by the Company's tender to Mingan, and thence to Quebec, the general depot. The agent and six or seven persons with him, remained at Mingan during the winter; but along the shore or near the coast, there are no inhabitants, either Europeans or Indians.

We sailed from Mingan on the 26th June, and running along the western shore, passed the river St. John, and on the 28th, anchored in the Bay of Seven Islands—a beautiful piece of water nearly 15 miles in circumference, well sheltered, of easy access, and good anchorage, from 20 to 7 fathoms water. This was formerly a port or establishment of consequence; but the fur trade has so declined, that very few persons remain here during the winter season. Mr. Robertson, the resident agent, his family, and two men servants or assistants, in all about ten persons, form the winter establishment. From this point, they fish only two rivers; and the quantity of salmon taken, is very small, in fact the produce of the establishments, has not, for several years, covered the expenses.

On the 30th June, we sailed from the Bay of Seven Islands, and continued to coast along the Labrador shore eastward, passed the Mingan Islands, occasionally stretching over towards the Island of Anticosti. Along the shore, eastward of the Mingan Islands, the most striking and remarkable objects are the storehouses and flagstaff, at the entrance of the river Nabaysipie, where there was formerly a resident agent, but the bar across the river's mouth, having grown up, the navigation of the river, is almost entirely interrupted. Eastward of Nabaysipie, are some small islets, which afford protection to an anchorage for small vessels—it is called little Natishquan. In this anchorage we found five shallops from the Magdalens and a small French schooner from Miquelon, forced in, according to the Master's statement, by the severity of the weather.

Off this part of the coast, is excellent cod fishing, and at times the Americans resort to this neighbourhood, but none have been seen here this year. From Natishquan to Mount Isle (a low sandy point) is a sandy beach, which you may approach with the lead, and good look out—it is said to be clear to within three miles of the shore.

The weather having set in unfavourably with a thick fog, we left Mount Isle on the 3d of July, and working to windward, made the Magdalen Islands on the 7th and following

day, anchored in Pleasant Bay: we found the *Gulhare** surveying vessel here.

In cruising near the east end of Prince Edward's Island, and running along the shores, we observed a great number of American fishing vessels, but none near the shore, nor was there a single case, which called for our interference, or where it was necessary even to recommend caution—on the contrary, the Americans say that a privilege has been granted to them, and that they will not abuse it. Between the east end of Prince Edward's Island, to within seven leagues of the Bay of Chaleur, we passed through a fleet of from six to seven hundred sail of American fishing schooners, all cod fishing; it had not been a fortunate season for them, and great numbers had gone towards the Straits of Belle Isle for better success.

The house of Janverin and Co. at Gaspe, exported in the year 1836 from 15,000 to 20,000 quintals of codfish, chiefly for the Brazils and South America. Other miner establishments export largely also—perhaps from Gaspe and its neighborhood, the whole export may be about 40,000 quintals.

From Gaspe we again stood over towards the Magdalen Islands, but in crossing the Bradelle bank, where we had so lately seen above five hundred fishing schooners, we did not meet with more than ten sail. On the 20th, we visited the north end of Prince Edward's Island, where there is but little fishing carried on at any time by the inhabitants, who are all very poor. It is said that cod is very abundant on this coast in the months of June and July. Some ling are also taken, but there is no fishing establishment on this part of the Island.

The fish principally sought after, in the bays of Gaspe and Chaleur, is cod—this fishing commences about the 10th June, and ends from the 8th to the 15th August; after that period, the greater number of the fishermen (who are also husbandmen) are employed in agricultural pursuits, and in getting in their harvests. Subsequently the fall fishing commences, and is continued (according to the state of the weather) sometimes to a late period, but not to any extent, or beyond the immediate shores of the bay. Some few whales are taken in and about Gaspe bay, and although they are numerous in the early part of the summer, that description of fishing is not carried on with spirit or enterprise. The mackerel fishing is not of much consequence, scarcely any are exported, and in 1836 it was a failure—they are chiefly sought after for bait, but their appearance is in some seasons so late and in such small quantities, that few are taken (with the seine) on the beach.

The herring comes in, early in May, about the 10th. The great resort and principal fishing, is off the Magdalen Islands, chiefly carried on by the Americans, who receive a bounty, and who have an extensive market in their own settlements.

The trade in general throughout the gulf, is said to be gradually increasing. The shallowness of the rivers in the Bay of Chaleur, during the last summer, has in some degrees retarded the spring timber trade; but the quantity prepared (and which it is expected will be shipped in the fall) exceeds that of any former years.

During our cruise, we did not fall in, with either French or American Merchants' ships trading in the Gulf, except those American vessels (already noticed) that go to Pictou for coal. The number of fishing schooners, that fit out at the several ports in the United States for the Gulf, is variously reported; but probably it is as many as sixteen hundred, some as large as a hundred tons, their crews seven or eight men.

The Chevalier Antonio Cardido de Faria to-day, presented his letters of credence to the Secretary of State, and was received as Charge d'Affaires of Her Most Faithful Majesty near this government, in the room of the Commander Cesar de Figanieri de Morao, the late diplomatic representative of Portugal, who has been transferred to Brazil.—*Globe*.

* Commanded by Captain Bayfield, R. N., whose valuable surveys are in course of publication by the Admiralty.

Bank of England.

The circulation of bank notes, according to the last report, was £17,969,000 while the average amount of bullion in hand, during the last three months, was stated at £3,265,000. Compared with the return of the 8th of January last, when the circulation was £18,201,000 and the amount of bullion £9,335,000, we find a deficiency of £6,071,000 in bullion, while the circulation has only been diminished by 232,000 and this notwithstanding the exertion of all kinds which have been made, (first by the augmentation of the rate of discount, and next by the large bank sales of public securities,) to produce what is called an action upon the currency.

We cannot, in the face of these figures, believe, that there has ever existed any real wish, on the part of the bank directors, to effectually diminish the amount of bank notes in circulation, it being clear almost to demonstration, from their own returns, that as fast as any notes have been cancelled by sales of exchequer bills, stock or other securities, they have been re-issued.

Amount of the circulation of bank notes and of bullion in store at the Bank of England at the following periods:

1839.	Circulation.	Amount of bullion.
January 8	£18,201,000	£9,336,000
February 5	18,252,000	8,919,000
March 5	18,298,000	8,106,000
April 2	18,371,000	7,073,000
April 30	18,350,000	6,023,000
May 28	18,214,000	5,119,000
June 25	18,101,000	4,344,000
July 23	18,049,000	3,785,000
August 20	17,969,000	3,265,000

Syracuse and Utica Railroad.—The following is a memorandum of the receipts on this road from its opening, July 2d, 1839.

Am't rec'd per week, ending July 6, (4 days)	\$2,594 41
" " 13	5,356 11
" " 20	5,854 30
" " 27	5,537 15
" " August 3	5,300 11
" " 10	5,744 87
" " 17	5,953 35
" " 24	5,944 89
" " 31	6,189 42
" " September 7	6,330 17
" " 14	6,507 37
	\$61,312 15

Average per day \$840,—all for passengers.

Price of American Stocks in London, Aug 31st.

Alabama sterling bonds 5 per cent. 1859, 85.
 Illinois 6 per cent. 1870, 84.
 Indiana 5 per cent. 1864, 72.
 Kentucky 6 per cent. 1868, 92.
 Louisiana sterling bonds, 5 per cent. 1844 to 1852, 90 a 94.
 Massachusetts sterling, 5 per cent. 1868, 103.
 New York state, 5 per cent. 1845 to 1860, 90 a 91.
 Pennsylvania state, 5 per cent. 1854 to 1865, 87.
 U. S. Bank shares £22 12s. 2d. a £22 15s.
 New York city stock, 5 per cent. 1851 to 1860, 80.
 Ohio state, 5 per cent. 1850 to 1860, 90.

Siberian Spring Wheat.—The New York Gazette has the following paragraph testifying to the productiveness of this species of spring wheat. "In the spring of 1838, Col. Logan, our member of Congress left us with several bushels of Siberian spring wheat for distribution among the farmers of this neighbourhood. Among others, we presented one quart to Mr. Christian Miller, of Spring Garden township. The first product, in 1838, was twenty quarts; and a few days ago he called upon us to inform us that the product this year, from the seed arising from the one quart, is over six bushels and a half! It weighs 62 pounds to the bushel."

French Colonial Sugar.

Reduction of duty.—(From the *Moniteur* of Thursday,)—Ordonnance of the King.—Louis Philippe, King of the French, to all present and to come, greeting. According to article 34 of the law of December 17, 1814, on the report of our ministers secretaries of state for the department of agriculture, commerce, and finances, we ordain and have ordained as follows:—Article 1. From the 10th of next September the tariff of sugars at their importation shall be regulated as follows:—Sugars of the French Colonies imported in French bottoms, per 100 kilograms (200 lbs.)—Raw, other than white—Bourbon, 26f. 50c.; American 33f. Raw, white—Bourbon, 33f. 10c.; American, 39f. 60c. Clay sugar, of all qualities—Bourbon, 49f.; American 58f.—Foreign Sugar per 100 kilograms (200 lbs.)—Raw, other than white (in French bottoms)—From India 55f.; elsewhere out of Europe, 60f.; from entrepôts, 70f. In foreign bottoms—75f. Raw white or clay, without distinction of quality or mode of fufication (in French bottoms)—From India, 66f.; elsewhere out of Europe, 70f.; from the entrepôts, 80f. In foreign bottoms—95f.—Art 2. Up to the 10th of October next the payment of duties on refined sugars shall be effected by reason of the old duties, the payment of which must be justified. After this delay the receipts received for the duties of the new tariff only will be received.—Art. 3. Our ministers of agriculture and commerce and of finance are charged, each as far as it concerns him, with the execution of the aforesaid ordonnance, which shall be submitted to the chambers in their next sitting.—Given at the Palace of St. Cloud, August 21, 1839. (By the King) Louis Philippe. The Minister secretary of state for the department of agriculture and commerce, Cunin Gridaine.

The publication of the royal ordinance for reducing the import duty on colonial sugars has excited universal discontent in the northern departments of France. All the organs of the press concur in denouncing it as a flagrant violation of the laws and charter. The *Courrier du Nord* regards it as the ruin of the home manufacturers, and urges the parties interested to appeal against its illegality to the courts of justice and the Chamber of Deputies to impeach the refractory ministers.

Tornado.—A violent tornado passed in the vicinity of Newark, N. J., on Wednesday last, whose force it seems was nearly equal to the well remembered New Brunswick tornado. Some individuals at work upon the salt meadows, hearing the noise of its approach took refuge in a solitary house, and were scarcely in when the spout swept over the house with awful power, carrying away the whole upper story and leaving two of the family who had fled to the second, floor, with no other covering than the broad canopy above. The barn and out houses, on the north, were shivered into ruins, and the fragments scattered two and three hundred yards along the path of the storm. A horse and wagon at the door were turned completely over, the wagon and harness torn from the horse, passing lengthwise over him and shivered into atoms; the strongest iron joints being broken under.

A lively and interesting Relic of the past.—There is a pear tree at the corner of thirteenth street and 3d avenue, opposite Dillon's Exchange Hotel, in the city of New York, which, from its history, is an object of much interest to the antiquarian and the curious. It was brought from Germany in the year 1612, by old Governor Stuyvesant, and planted by himself, where it now stands—as we learn traditionally from the descendants of his family and others in the neighborhood now living. This tree is now 227 years old; it has lost all its original branches, but new ones have sprung forth, and it has borne fruit this season. It is known as the spice pear, and is of a succulent flavor. The present aged and respected Mr. Peter Stuyvesant, at his own expense, has had a railing placed around this venerable memento of his forefather's horticultural industry, and doubtless looks upon it, as he ought, with affection and reverence.

From the North American.

FRIDAY NIGHT, OCTOBER 4, 1839.

THE FIRE AT PHILADELPHIA.

We give below a detailed statement of the results of the desolating fire which was raging when our paper went to press on Saturday morning. The report which we then published, having been collected in haste and confusion of the scene, contained some inaccuracies which are corrected in this. We are happy to be able to state that the store of Waln & Leaming which was mentioned as having been burned, escaped the conflagration.

The value of the buildings destroyed is estimated not to exceed \$150,000, and that of the merchandise not to exceed \$350,000. A few of the buildings were valuable; but the greater part of them were old, and some were so poor as to encumber the lots on which they stood. The quantity of merchandise stored in the buildings was much smaller than the usual stock. Still, the fire was more destructive than any which has for a long series of years occurred in this city, if, indeed it has ever had a parallel in Philadelphia.

It is a matter of rejoicing and even of wonder that the fire was not communicated to other parts of the city. A strong north-east wind bore an immense cloud of sparks and burning fragments over the heart of the city, and as many of our roofs are covered with shingles the exposure was great. Several roofs at a considerable distance took fire, among which was that of our own office.

The whole scene was in the highest degree imposing; and rarely has Philadelphia known a more eventful night, or its population been more universally excited and absorbed with one common topic of interest and solicitude.

SOUTH WHARVES.

No. 14, occupied by Wm. G. Stroup, and David W. Presscott, where the fire commenced.

No. 15, occupied by C. Chesebrough, G. A. Wood, as a Commission and Grocery store.

No. 17, by Newlin and Allibone, as an Oil store, J. Emlen, as a Commission store, and Andrew M. Jones & Brother.

No. 19, by C. King and Co. as the Office of the Merchants' Transportation Line.

No. 20, by George Neale, as a tavern.

No. 21, by Shober & Bunting, as an Oil warehouse.

No. 22, by Adam H. Hinkle, as a ship chandlery warehouse, and Newbold & Haverstick.

No. 23, at the corner of Chesnut street, by Smith & Johnson.

East side of Water above Chesnut street.

Myer's Fulton House, corner of Water and Chesnut.

White, Stevens & Co. first door above.

West side of Water above Chesnut street.

Here there were several sailors' boarding houses and tipping shops destroyed.

East side of Front street.

No. 27, occupied by William Steel, as a starch factory, was partly injured in the roof.

No. 29, by S. E. Davison, as a sacking bottom factory, partially injured by fire and water.

No. 31, by James Davis, as a suspender manufactory, also injured in the roof, and by water.

No. 33, by James L. Mifflin, as a Commission house, burned.

No. 35, the fire proof building occupied by Cheyney Hickman & Co., and used also by Waln & Leaming, whose establishment is on the opposite side of Front street, escaped uninjured, though almost surrounded with flames for six hours.

No. 37, by Francis G. Smith, as a commission store, for the sale of Dupont's gunpowder, and also as a warehouse for the Ulster Iron Company, was consumed.

No. 41, by W. R. Thompson & Co. as a tea warehouse, burned.

No. 43, by Patrick Donnelly, as a tavern, burned.

No. 45, by Dennis Lakey, also as a tavern, destroyed.

No. 49, by John Loughhead, as a cooper's shop, burned. The building, with several others named above, extended through to Water street.

The large warehouse at the Northeast corner of Front and Chesnut streets, and occupied by Thomas Diehl, S. C. Bunting, Thomas M. Clark, and Paynter and Slack, commission merchants, was partially injured on the roof fronting on Water street, but was finally preserved by the introduction of a hose pipe into the building, thereby keeping the roof well saturated with water. The lower part of this building on water street was occupied by Gaskill & Barnes, tailors, whose stock escaped without much injury.

On the East side of Front street below Chesnut.

The corner building occupied by Wm. Gorgas as a barber's shop, on Front street; Enoch Allen, as a tailoring establishment, on Water street, and by James Martin, as a porter house on Chesnut street, was consumed.

No. 57, by Hugh Devine, as a tavern, and on Water street, by Patrick O'Rourke also as a tavern, burned.

No. 59, by Miesegages & Unkhart, as a commission house, destroyed. The height of this building checked the flames, and thus prevented the further destruction of property on Front street, through the exertions of the firemen.

The roofs of the stores in the same range, occupied by J. B. M'Ilvaine, Wm. P. Hanna and Charles Field & Son, were slightly injured.

On the South side of Chesnut street below Water.

The Steamboat Hotel, occupied by Mr. O'Connor, corner of Water and Chesnut, was burned.

The Napoleon Hotel below, occupied by John R. Myers, was consumed.

The Union Line Office at the foot of Chesnut street was much injured in the roof.

James M'Gill's cooper shop, No. 39 South Water street, adjoining Connor's Hotel, was also destroyed.

The flying cinders set fire to the top of the store No. 36 South Front, on the west side, occupied by Geo. W. Richards & Co. and adjoining Richards & Bispham's auction store, the roof and upper stories of which were consumed. Several of the adjoining buildings were partially injured in the upper stories.

The roof of the stores No. 26 Chesnut street, occupied by D. B. Carter, H. Risbrough and S. Mange, also caught from the sparks and was burned off. The two former were fully insured for the loss they received from fire and water. The latter was not insured—his loss though is not much. The flames from this building, extended to the dwelling of Wm. G. Bunce, 13 Gray's alley, and also to the machine shop of Wm. Richardson, No. 11, both of which were much injured in the upper stories.

An old building in Taylor's alley, occupied by Mr. Sweetser, as a commission warehouse, was also injured, as also one used by J. Rowland.

The sparks set fire to the roof of the Sentinel office, the Pennsylvania office, Bouvier's mahogany yard, Mr. Webb's grocery store, at the corner of Dock and Second streets, as also the rear part of our own office, all of which were preserved by a timely application of water.

The store of John G. Harding, Jr., No. 17 South Water street, was not injured.

All the books and papers that were deposited in the fire proofs erected in the walls of the buildings burned, escaped without the least injury.

The stock of merchandise in Mr. Thompson's store was very light in comparison to what it usually is. The amount is estimated at less than \$60,000.

White, Stevens & Co. were also fully insured.

Many of the other persons were insured as we understand.

At about 2 o'clock on the same morning, while the fire was raging, the wall of the building formerly used by the Union Line Company, at the foot of Chesnut street fell and severely injured several firemen.

ACCIDENTS.

About 8 o'clock on Saturday morning, a young man nearly 21 years of age, named William Moreland, a member of the Good Will Engine, while playing with a hose pipe at the S. W. corner of Chesnut and Water streets, was crushed to death by the walls of Allen's house falling upon him. Dr. Tumbleston and Mr. Rogers, members of the

Hope Hose Company, were in the same situation with Moreland, but ran into the cellar, and as the wall fell outward, escaped. Mr. Moreland, we understand, was a marble cutter, working at H. Hamstead's yard, Chestnut street above Broad, and has been married only three weeks. He resided somewhere in the northwestern part of the city.

James Smiley, a member of the Fame Engine Company, fell into a burning cellar, had his leg and thigh mashed in a shocking manner, and was badly burnt. He was conveyed to his residence in 11th street above Race, and when we last heard of him, was not expected to live.

A fireman named Bernard Timmins, in endeavoring, while the flames were at their height, to preserve the books of Mr. Stroup, was most dangerously burnt in the face and hands. Jacob Kugler was also singed in the same attempt. Mr. Robert Russel at length succeeded in bearing them to a place of safety. All three were members of the Hope Hose Company.

Thomas Barber, steam engineer at the Mint, was crushed by one of the falling walls, and died in about 3 hours after being taken to the hospital, leaving a wife and three children. He was not a fireman.

Robert Reynolds and Charles Herman, members of the Weccacoe Engine, were both seriously injured by a bale of cotton, thrown from an upper window of one of the stores. The former was injured internally, and the latter, a printing pressman, is so badly hurt in the back near the neck, that the attending physician fears he will be forever incapacitated from working at his trade.

William Field, a fireman, was severely injured.

There were a number of others wounded, mostly in a slight degree; and one or two individuals are reported among the missing.

From the Journal of Commerce.

MONDAY, OCTOBER 7.

Destructive Conflagration at N. York.

About half-past 1 o'clock yesterday (Sunday) morning a fire broke out in the fur store of Stephen A. Halsey, No. 189 Water street nearly opposite the United States Hotel (late Holt's.) The store was pretty thoroughly on fire within, before the alarm was given; and there being a fresh wind, the firemen were baffled in their efforts to subdue the flames until property had been destroyed to the amount of near a million dollars. It is much the greatest fire that has occurred here since the memorable conflagration of December 1835. The entire square bounded by Water, Fulton, Front and Burling streets, is a heap of ruins, except five or six stores on Fulton street, (only one on that street being wholly destroyed,) and one on Front street, next to the corner of Fulton. Some of these remaining buildings are badly damaged. The entire square was devoted to commercial business. Many of the stores were burnt without being opened, while from others a portion of the goods was saved.

The direction of the wind being from about due east, the flames were driven diagonally across Water street, and it was with the utmost difficulty that the buildings on the opposite side, including the United States Hotel, could be saved from destruction. The preservation of the Hotel (an immense building six stories high above the basement,) is attributable chiefly to the use on the roof, of a small fire engine belonging to the establishment, and the covering of the windows externally with blankets. Some of the adjacent buildings on the same side of the street took fire, but by dint of a hard struggle on the part of the firemen, the flames were extinguished.

There was now a fair prospect that the raging element would be confined within the square above mentioned,—till suddenly it was discovered that a distinct fire had broken out in the square next below, (on the same side of the street as the United States Hotel,) and that it had made alarming progress. Its earlier discovery was prevented by the clouds of smoke and cinders which had poured upon and over the roofs of the buildings now ignited. The chief efforts of the firemen were now directed to this point, but did not avail to prevent the destruction of several stores, including most of the granite post block owned by J. M. Bruce.

The danger of a vast conflagration like that of 1835, was now more imminent than ever. The rear of Water street stores approached so near to the rear of stores on the south easterly side of Pearl street, that with the wind driving upon the latter, (the stores on both streets being five stories high,) it seemed impossible to save them. *Provisionally, at this critical moment, the wind hauled about two points to the Northward*, which turned the fire and cinders of the burning buildings in a direction nearly parallel to the direction of Pearl and Water streets, and saved the city from we know not how great an increase of the calamity which we have to record. Without this sudden change of wind we do not believe it would have been possible for the firemen to arrest the progress of the flames where they did.

The change of wind, however increased the exposure of other buildings, and soon it was found that a temporary building on the opposite (south-easterly side of Water street,) occupied as a packing-box shop, was on fire. This was soon destroyed, and the flames communicated in the rear of said packing-box factory, to two or three buildings on Fletcher street, which were also burnt. They were of little value.

Here the flames were arrested, although some of the buildings on the opposite (S. W.) side of Fletcher street were more than once on fire.

The writer of this has personally visited some hundreds of fires within the last ten years, and declares that at no one of them, except the great fire of 1835, has the danger of what was then realized, seemed to him so imminent. Several buildings caught fire at a distance from the scene of the conflagration, including one on Wall street, which however were extinguished either by the inmates or by the firemen. The annexed particulars, as to the destruction of property, insurance, &c. so far as ascertained, we copy from the Despatch of this morning.

Stephen A. Halsey & Co., furs, 189, stock worth \$150,000, totally destroyed.

193, Simeon Dunn & Co.

195, Agricultural Machine Store and Warehouse. J. S. Parkman, cork cutter, and U. Levy, drug broker, up stairs. Gilbert A. Jessup, paints, &c. 191, Collen & Colgate, had drugs to a large amount, \$30 to 40,000 stored here which were entirely lost.

Dewy & Everett, 197 Water street, extensive crockery and glass dealers, saved the most valuable part of their stock, through the judicious efforts of friends, and citizens; a plentiful supply of baskets being on hand from the store of N. L. Brady & Co., Fulton street. The building was occupied in the upper part by Alve Hitchcock, as a clock store, whose stock was saved—the building itself is a total loss. The fire was here arrested by the store of Carle and Nephew, which as before remarked, remains uninjured. In the other direction from 18, the fire spread to the store of Centre & Son, furs, No. 187.

185, J. W. Broadie & Co., caps and furs, damage to stock \$30,000; \$10,000 insured.

183, H. E. Shackerly & Co., furs, over head Edward A. Ludlow, saddler, totally consumed.

181, J. Hunt & Co., hats corner Burling slip. Stock damaged \$20,000 insured.

Holt's hotel, now known as the United States, was in much danger, and the splendid pile seemed doomed. The boarders removed their baggage, much of it, but the well which Mr. Holt drilled with so much perseverance, saved the building. The steam engine in the house was put in operation, and kept the roof drenched. The fire crossed over to the west side of the street, and injured the fronts and roofs of the following buildings: The stocks must have been more or less injured by water.

192, John M. Bruce, tin-ware, &c.

190, occupied by O. Megary, mathematical instruments.

188, James M. Kissam, block and tin-ware.

186, cork store of Stephen King.

184, Z. B. Gardiner, saddlery, &c.

182, the next building, Wm. Halsey & Co's. was slightly singed. It formed the corner of Burling slip and Water street. Over Burling slip, and the building on the next corner, the cinders flew to the buildings 174, 172, 160, 166,

166, 164, which were all burned, 163 was very much injured. These buildings were owned in whole or in part by William Post, and were not yet finished. The fire is supposed to have got a head-way by the leaving open of scuttles upon the roofs. At eight o'clock, the front wall was still standing, but was thrown down by order of the Chief Engineer, and covers the street. It forced open some doors opposite, and the buildings opposite are scorched, but not much injured. They were generally protected by iron shutters.—The store 170 was occupied by Richard & Henry Haight, dry goods in the lower part, and 166 was occupied by the hat and fur store of J. & J. Brewster; 176 and 178 occupied by A. Seaton, E. C. Coughton, and Root & Leonard were injured in the roofs.

R. & H. Haight's stock was valued at \$120,000, fully insured in New York and Boston. They saved goods to the amount of \$40,600, 172; Alex. M. White, 178, and Eli White, both furs, totally destroyed; 171, J. Hunt, Jr. do. do.

A large wooden building in the rear of 163 Water, (east side) occupied by Denny & Sweitzer, box makers took fire by falling cinders, and was consumed, together with the shop of Mr. Watkins, also carpenter, in the same enclosure. This building was saved by the labour of the owner and his friends, a long time after the other building caught. Mr. Watkins estimates his loss at \$500. From these wooden buildings the fire communicated to 163, occupied by Mr. Marcus B. Marckwald, as caps and furs, W. C. Rule, commission merchant, and P. C. Wilmarth caps. The goods were generally saved from this building. The fire spared the building on the corner of Water and Fletcher, but burned in Fletcher street 18 and 20, occupied by Ross, Duffy & Son, coopers, and others, and 22, occupied by Andrew Hawkes a grocery store. They were small buildings. Mrs. Hale's boarding-house is almost destroyed.

On Burling Slip.—The entire block is consumed, a heap of ruins from Water to Front street. Not a name or trace of name of the former occupants could we discover, but by inquiry have learned the following:

Hicks & Sons, ship chandlers, corner of Front.

Henry Storms, saddler, and N. & J. Tiebout, city sealers, 15.

Samuel Thompson and Joseph McConnell, coopers, and Stephen West, rigger, 17.

David Keys, cooper, 19.

On Front street.—T. Truesdell, 200, corner of Fulton, escaped. The building was not injured, but the stock and provisions suffered some in removal.

At the Hope Mills store house, 198, was injured in the roof. The stock, spices, coffee, &c. was nearly all removed. The damage may be 4 to \$6,000.

M. Bennett, fruit, &c. occupied 196. The building is entirely gone—loss on stock reported about \$2,000 above insurance. This building, and 198, belonged to Peter Schermerhorn.

191, occupied by John Wait, fruit dealer, Crane & Polly, and Randolph & Crane, grocers and spirit dealers was destroyed.

192, W. E. & I. F. Crafts, grocers, building destroyed.

Mitchell & Co. 190, building gone.

R. M. Demill, store 188, burned.

P. Ballen & Co. 186, store and contents burned.

184, occupied by Saugertie's white lead company, and G. C. Fowler, oil and candles, burned.

On Fulton street.—The exchange office, 26, was damaged in the rear.

The tavern of J. W. Burgess was burnt in the rear and the front injured. The loss of personal property is estimated at \$1,000.

No 32½, occupied as a basket and wooden ware store by A. & L. Bradford, was entirely destroyed.

We are indebted to our friend of the Gazette for proofs, &c. and with our own exertions and their assistance, the foregoing is the best account, that, in the confusion of yesterday, we were able to collect. We are not able, this morning to particularize further than we have done, what stocks were lost and what saved. The amount of property destroyed is

estimated variously, from one to one and a half millions, one million of which is probably insured in the Wall street offices. We understand the loss is pretty equally divided among the several companies.

The light was seen at the distance of 100 miles by passengers in the steamboats. Cinders were picked up upon the Battery, and several times ignited roofs which were extinguished by the activity of the tenants of the buildings and their friends. The roof of the Tontine buildings, on the corner of Wall and Water streets, took fire twice, and was extinguished by Capt. Drew, the Nesbitts, and other tenants. The roof of the building occupied by W. & J. Bartow & Co. 137 Water street got on fire three times. It was fortunate that the keys of the store were at Brown's Auction Hotel, as Mr. Brown and his whole force entered on the instant and extinguished the fire, and kept the roof wet with carpets and blankets.

We learn that Messrs. J. & L. Brewster were fully insured.

Messrs. R. & H. Haight & Co. saved their books and papers.

Several engines were here from Brooklyn and other places. The number of buildings destroyed is about 30—nearly all stores.

THE GREAT FIRE.—The following is a statement, as correct as we can make it at present, of the insurance which had been effected at the different offices in this city. The table also includes several foreign companies. The amount stated is understood to be the amount of insurance effected. In some cases the losses are total—in others not. Most or all the companies were in an excellent condition prior to this loss; and in fact we may say they are so still—the loss in many cases, not having equalled their surplus.

Names.	Amount Insured.	Capital.
Mutual, - - -	\$11,000	350,000
Eagle, - - -	25,000	500,000
Merchants' - - -	25,000	500,000
Manhattan, - - -	34,000	250,000
North River, - - -	5,000	350,000
Equitable, - - -	14,000	300,000
Contributionship, - - -	24,000	300,000
Jefferson, - - -	11,500	200,000
U. States, - - -	75,000	250,000
Ætna, - - -	30,000	200,000
Firemen's, - - -	44,000	300,000
Howard, - - -	46,000	300,000
New York, - - -	19,000	200,000
City, - - -	10,000	210,000
Bowery, - - -	20,000	300,000
N. American, - - -	10,000	350,000
Trust, - - -	15,000	200,000
Guardian, - - -	11,000	300,000
Globe, - - -	20,000	500,000
Mutual Safety, - - -	67,500	
	\$517,000	
L. Island at Brooklyn, - - -	6,000	
Brooklyn, do. - - -	8,000	102,000
Ætna, Hartford, - - -	18,000	
Hartford, Co. do. - - -	15,000	
Protection, do. - - -	14,000	
American, Boston, - - -	21,000	
Merchants' do. - - -	20,000	
Charleston Ins. Company, - - -	2,500	1,000,000
Georgia, - - -	10,000	1,000,000
	\$631,500	

The Long Island Insurance company lost \$5,000; the Brooklyn fire and the Brooklyn Insurance company the same amount.

We see no reason to change our estimate of yesterday, that the entire loss by the fire in question, must have amounted to nearly or quite a million dollars.

S. Carolina State Census.

We are indebted to the politeness of his Excellency the Governor, for the following statement of the returns lately made to him by the persons appointed by the legislature, at its last session, to take the census of the state. Failures have occurred, it will be seen in four instances, for which he is authorized by the legislature, to provide by appointments.

Census of the free white inhabitants of South Carolina, for the year 1839.

Abbeville district,	14,006
Anderson "	12,839
Barnwell "	10,978
Chester "	9,349
Chesterfield	5,413
Darlington "	6,029
Edgefield "	15,069
Fairfield "	9,152
Greenville "	12,586
Kershaw "	3,947
Lancaster "	5,509
Laurens "	12,382
Lexington "	5,846
Marlboro' "	4,119
Newberry "	8,286
Orangeburgh { St. Matthews P. 2,116 }	7,392
{ Orange P. 5,276 }	
Pickens district,	11,491
Richland "	5,773
Sumter { Claremont C. 5,583 }	8,916
{ Clarendon C. 3,333 }	
Spartanburg district,	17,847
Union "	10,873
York "	11,173
St. Philip's and St. Michael's,	15,561
St. John's, Colleton,	679
St. Andrew's,	no return.
St. James, Goose Creek,	1,202
Christ Church,	no return.
St. Thomas and St. Dennis,	no return.
St. John's, Berkeley,	812
St. Stephen's,	390
St. James, Santee,	283
Colleton district, St. Paul's P.	777 }
St. George, Dorchester,	1,603 }
St. Bartholomew's,	3,465 }
Beaufort,	no return.
Georgetown district,	2,014
Horry "	3,145 }
All Saints	785 }
Marion district,	8,291
Williamsburgh district,	2,687

[South Carolinian.]

Decisions.—At a recent session of the Court of Bucks County, it was decided that an officer who is forcibly resisted in serving a capias in a civil cause, may call for the assistance of by-standers or others nearest the place of resistance, who are bound under the penalty of indictment to assist the officer in making the arrest. Another point decided by the Court in another case, was, that a warrant of arrest on a charge of malicious mischief could be executed on Sunday, and was not rendered unlawful by the Act of Assembly which restrains the execution of all warrants, except for treason, felony, or breach of the peace on the Sabbath.

Whales on Shore.—The St. John, N. B. Courier of the 24th August, publishes the following extract of a letter from a respectable gentleman in Shediac, to his friend in that city :

"On the morning of Sunday last were found lying on the shore at Reedish, in this Parish, 64 whales, the largest one twenty-three and a half feet in length, from which were taken about 350 barrels of oil. Of their species, &c. I am unable to state, and as the weather for some days previous had been uncommonly calm and fine, no opinion can be formed as to the cause of their having run aground."

Banks in Mississippi.

One of our exchange papers furnishes the following details concerning the creation of banking capital in Mississippi.

In 1830 there was but a single bank in Mississippi with the exception of the branch bank of the United States, with a capital, of \$350,000. During the session of the legislature that year, the Planter's bank was incorporated with a capital of \$3,000,000. In 1833 was incorporated the Western Feliciana Railroad and Banking Company, capital \$1,000,000; the Vicksburg Railroad, capital \$3,000,000; and the Grand Gulf Railroad, capital \$2,000,000. In 1836 the following institutions were created: Mississippi Railroad, capital \$8,000,000; Commercial bank of Rodney, \$800,000; Commercial bank of Columbus, \$1,000,000; Tombigby Railroad, \$2,000,000; Aberdeen and Pontotoc, \$1,000,000; Commercial bank of Manchester, \$1,000,000; Agricultural bank of Mississippi, \$600,000; Commercial bank of Natchez, \$3,000,000; Brandon bank, \$1,000,000; forming an augmentation of banking capital of \$22,400,000. In 1837 were incorporated the Port Gibson bank, \$1,000,000; Vicksburg bank, \$3,000,000; Vicksburg water works, \$500,000; Northern bank of Mississippi, \$2,000,000; Hernando Railroad, \$1,000,000; Bank of Grenada, \$1,000,000; Bank of Lexington, \$8,000,000; Benton and Manchester Railroad, \$1,000,000; making an increase of \$10,300,000. In 1838 the mammoth Union bank was incorporated with a capital of \$15,500,000.

To recapitulate:

Banking capital in 1830	3,000,000
Increase in 1833	7,000,000
" " 1836	22,400,000
" " 1837	10,300,000
" " 1838	15,500,000

60,200,000

Add to this sum the capital of institutions not chartered, based upon real estate,

15,000,000

Total,

75,000,000

Strawberries.—A writer in the New England Farmer states that one of his neighbours in Dedham, (Mass.) has received from the sale of strawberries the present year, an amount that would be equal to \$1120 an acre. The ground cultivated, measured 10 rods, has a southern aspect, and is of ordinary quality. This plot was planted with the Methvin Castle 4 years since, has been well taken care of, and is now well covered with vines. From June 18th to July 19th, were sold strawberries to the amount of \$77. The quantity gathered during this period weighed 258 lbs. and measured 8 bushels and 3 pecks. The amount of expense for labour, manure and sending to market was \$6 44. These strawberries were sold at the Astor house, N. Y. and none were sent measuring less than 2½ inches in circumference. The writer very justly remarks:

"This cultivator reaped more from his little patch of ground than many of our farmers do from acres; and so it will be till they can learn to cultivate less land, and that from their bad management, generally half starved. A farm should be an extended garden; and then every inch of ground, grateful for the care we have taken of it, will bountifully repay our labour. Mother earth is better than her children; she is grateful for favours and returns them."

Low Tide September 27.—The water in the Delaware river yesterday morning at ebb tide was lower than has been known for some time. The steamboat at Callowhill street could not come up to the wharf, and, in consequence, a temporary bridge was found necessary in order to pass too and from the boat.—*Penn.*

Between 1815 and 1835, the population of France increased from 29,500,000 to 33,540,910. The quantity of corn in France has increased in a corresponding manner. In 1815 it was 30,460,971 hectolitres, and in 1835 it was 71,684,484 hectolitres per annum.

General statement of the condition of so many banks as have made returns received at the Treasury Department, bearing date near to the suspension of specie payments in May, 1837.

State or Territory.	Date.	Number of banks.	Number of branches.	Capital.	Loans and discounts.	Stocks.	Real estate.	Other investments.	Due by other banks.	Notes of other banks.	Specie funds.	Specie.	Circulation.	Deposites.	Due to other banks.	Other liabilities.
Maine	1837	55	—	\$5,455,650.	\$7,932,542	—	\$135,263	—	\$471,250	\$146,048	—	\$309,954	\$1,523,085	\$1,098,754	\$302,994	\$482,093
New Hampshire	June 3	27	—	2,839,508	4,829,562	—	80,444	—	—	154,306	\$790,175	—	1,662,952	1,147,373	—	—
Rhode Island	May 11	62	—	9,848,702	12,627,547	—	373,369	—	830,765	—	—	262,803	1,439,760	1,694,830	665,814	288,130
Connecticut	Mar. 25	31	—	8,744,697	13,246,957	\$416,016	175,883	\$56,019	941,314	296,725	—	415,366	3,998,325	1,484,966	639,834	9,489,862
New York	June 1	94	—	36,401,460	74,053,857	53,581	2,120,551	3,915,631	13,679,040	6,413,877	1,492,768	3,033,209	15,428,127	23,440,374	12,019,034	1,875,167
Pennsylvania	May 1	49	—	24,650,316	46,427,033	1,434,508	1,745,231	3,154,248	4,276,421	4,928,951	—	2,999,031	14,856,214	13,577,986	6,289,778	7,090,385
New Jersey	May 27	27	—	4,142,031	9,520,342	1,096,367	3,104,998	880,445	993,273	418,632	—	403,686	1,931,813	1,869,254	604,663	—
Delaware	Ap. 10	4	—	998,020	1,559,190	193,333	89,131	2,312	246,198	116,081	—	124,748	644,460	464,988	50,578	—
Maryland	Aug. }	22	—	11,209,354	15,231,494	1,494,577	506,422	223,645	3,231,636	1,295,177	—	1,453,074	3,008,726	4,088,325	3,465,450	1,058,057
Virginia	May 1	5	—	6,732,500	16,493,773	354,361	623,886	1,190	865,620	395,686	—	1,152,587	5,946,267	4,633,647	910,070	279,792
North Carolina	June 1	3	—	2,880,500	5,292,667	—	125,881	—	547,409	229,517	—	681,836	2,492,196	1,210,853	174,530	—
Georgia	April 4	16	—	11,438,828	16,692,215	1,253,334	1,230,047	187,016	1,941,452	1,571,377	—	2,860,326	8,059,739	2,984,369	1,546,834	377,967
Alabama	June 1	3	—	10,141,806	22,727,781	—	—	—	1,251,952	—	—	751,772	5,569,026	3,884,262	2,462,401	—
Mississippi	May 1	11	—	16,760,951	28,309,448	42,200	1,242,941	—	1,717,005	312,206	—	765,708	4,961,265	3,668,276	2,584,986	2,285,379
Tennessee	July 1	3	—	6,228,309	10,567,916	—	72,143	—	678,209	392,064	—	432,167	2,042,555	1,675,369	726,751	1,555,746
Kentucky	May 1	4	—	7,145,326	10,754,504	2,086,000	163,560	—	2,388,501	1,174,201	—	1,696,427	3,468,595	2,843,081	1,350,298	505,848
Missouri	May 15	1	—	—	879,384	—	—	2,341	56,684	719,977	—	409,553	—	1,188,137	835,128	—
Illinois	June 1	2	—	2,371,840	4,047,509	—	19,982	—	617,574	92,330	—	708,815	1,869,117	1,099,485	109,800	98,160
Indiana	May 13	1	—	1,846,921	4,208,956	—	71,914	100,279	1,006,996	124,865	—	1,196,187	2,516,790	1,898,061	135,698	37,149
Ohio	May 32	1	—	10,870,089	19,505,662	—	398,074	—	2,763,011	1,151,485	—	2,311,614	7,697,261	6,503,360	1,142,965	1,633,816
Michigan	June 14	3	—	1,693,395	3,912,344	32,592	50,060	135,016	679,124	174,598	—	376,300	1,415,344	1,823,945	147,256	134,717
Total in 21 states	—	465	110	181,409,293	328,820,671	8,456,869	12,329,780	8,638,364	39,183,434	19,108,093	2,282,943	22,339,183	90,524,617	89,139,785	36,164,812	27,192,268
Bank of U. S.	May 11	1	19	35,000,000	63,746,114	—	1,226,125	6,121,666	1,420,392	2,689,470	—	1,490,968	7,193,021	2,921,969	1,753,993	11,494,149
Louisiana	May	10	31	27,637,485	37,754,067	1,011,206	3,469,188	6,599,404	2,342,480	1,608,328	—	1,756,399	4,461,514	7,883,405	6,607,365	3,992,694
Florida	May	2	1	1,325,015	2,335,389	—	14,969	—	50,126	8,390	—	111,038	414,184	297,148	303,794	33,465
South Carolina	May	4	—	4,100,000	8,363,232	284,850	81,203	223,397	313,344	261,067	—	814,115	2,775,180	1,907,885	908,850	88,506
Vermont	May	7	—	560,000	1,237,707	—	8,512	—	100,265	41,541	123,647	63,379	702,695	236,401	828	—
Total of 21 states complete, and 3 states and 1 territory in part.	—	489	161	250,031,793	442,264,180	9,762,926	17,129,777	21,582,831	43,410,041	23,716,899	2,406,590	26,575,092	106,071,211	96,386,593	45,739,642	45,801,072

Comparative view of the condition of all the banks in the United States, near the commencement of each year, from 1831 to 1838, inclusive.

	According to the returns nearest				
	Jan. 1, 1834.	Jan. 1, 1835	Jan. 1, 1836.	Jan. 1, 1837.	Jan. 1, 1838.
Number of banks from which returns have been received -	406	515	559	632	663
Number of branches from which returns have been received. -	—	141	146	154	166
Number of banks, the affairs of which have been estimated, for want of returns -	100	43	8	2	
Number of branches, the affairs of which have been estimated, for want of returns -	—	5			
Whole number of banks in operation -	506	558	567	634	
Whole number of branches in operation -	—	146	146	154	
Whole number of banks and b'ches in operation -	506	704	713	788	829
Capital paid in -	\$200,005,944	\$231,250,337	\$251,875,292	\$290,772,091	\$317,636,778
Loans and discounts -	324,119,499	365,163,834	457,506,080	525,115,702	486,631,687
Stocks -	6,113,195	9,210,579	11,709,319	12,407,112	33,908,604
Real estate -	10,850,090	11,140,167	14,194,375	19,064,451	19,075,731
Other investments -	1,723,547	4,642,224	9,975,226	10,423,630	24,194,117
Due from other banks -	27,329,645	40,084,038	51,876,955	59,663,910	58,195,153
Notes of other banks on hand -	22,154,919	21,086,301	32,115,138	36,533,527	24,964,257
Specie funds -	26,641,753	3,061,819	4,800,076	5,366,500	904,006
Specie -	—	43,937,625	40,019,594	37,915,340	35,184,112
Circulation -	94,839,570	103,692,495	140,301,038	149,185,890	116,138,910
Deposites -	75,666,986	83,081,365	115,104,440	127,397,185	84,691,184
Due other banks -	26,602,293	38,972,578	50,402,369	62,421,118	61,015,692
Other liabilities -	—	19,320,475	25,999,234	36,560,289	59,995,679
Aggregate of bank accounts -	816,047,441	974,643,887	1,205,879,136	1,372,826,745	1,321,535,910
Aggregate of investments supposed to yield income -	342,806,331	390,156,804	493,385,000	567,010,895	561,760,319
Excess of such investments above amount of capital paid in -	142,800,387	158,906,467	241,409,708	276,238,804	243,180,261
Aggregate of deposits and circulation -	170,506,556	186,773,860	255,405,478	276,583,075	200,830,094
Aggregate of deposits, circulation, and sums due to other banks -	197,108,849	225,746,438	305,807,847	339,004,193	261,845,686
Aggregate of specie, specie funds, notes of other banks, and sums due by other banks -	76,126,317	108,169,783	128,811,763	139,479,277	119,247,428
Excess of immediate liabilities beyond immediate means -	120,982,532	117,576,655	176,996,084	199,524,916	142,598,258
Total of means of all kinds -	418,932,648	498,326,687	622,196,763	706,490,172	704,858,577
Total liabilities, exclusive of those to stockholders -	197,108,849	245,066,919	331,807,081	375,564,482	321,823,365
Total liabilities of the banks to one another -	76,086,857	100,142,917	134,394,462	158,618,555	144,175,002
Total of liabilities to all, except other banks and stockholders -	121,121,992	144,923,996	281,404,712	313,143,364	280,825,779
Nett circulation -	72,684,651	82,606,194	108,185,900	112,652,368	91,174,658

Condensed statement of the condition, at different intervals, of all the banks in the United States.

Date.	Number of banks from which returns are received.	Number of banks of the affairs of which are estimated.	Total number of banks.	Loans and discounts.	Specie.	Circulation.	Deposites.	Capital.
January 1, 1811	51	38	89	—	\$15,400,000	\$28,100,900	—	\$52,601,601
Do. 1815	120	88	208	—	17,000,000	45,500,000	—	82,259,590
Do. 1816	134	112	246	—	19,000,000	68,000,000	—	89,822,422
Do. 1820	213	95	308	—	19,820,240	44,863,344	\$35,950,470	137,110,611
Do. 1830	283	48	330	\$200,451,214	22,114,917	61,323,898	55,559,928	145,192,268
Do. 1834	406	100	506	324,119,499	—	94,839,570	75,666,986	200,005,944
Do. 1835	515	43	558	365,163,834	43,937,625	103,692,495	83,081,365	231,250,337
Do. 1836	559	8	567	457,506,080	40,019,594	140,301,038	115,104,440	251,875,292
Do. 1837	632	2	634	525,115,702	37,915,340	149,185,890	127,397,185	290,772,091
Do. 1838	663	—	663	485,631,687	35,184,112	116,138,910	84,691,184	317,636,778

MONEY MATTERS.

On Wednesday last several of the Banks in this city suspended entirely, and others partially, specie payments. Although such an event had been frequently spoken of as probable, the community were not prepared for the reality at the moment when it occurred. There was, therefore, at first some surprise expressed, but generally it was deemed a measure of necessity, for the preservation of the specie in the country, and for the relief, both of the Banks and of mercantile men; and was met on the part of the public by a spirit of mutual forbearance and accommodation. Some of the Banks, for a time, issued one dollar checks, and others paid their five dollar bills, until as appears by the daily papers the amount of \$156,000 having been withdrawn, the Banks have concluded to cease entirely for the present the issue of five dollar notes. Much of the specie thus paid out found an immediate sale to Brokers at 6 to 8 per cent. premium. The public seems determined to set its face against the issue of small bills by individuals and irresponsible corporations. Some arrangement must therefore be made to meet the current demands for small change. The Governor has issued a letter to the Attorney General, and he a circular to his deputies to prevent infractions of the law, both of which will be found below; as also some extracts from papers in other cities showing the effects produced there. Several cities have already suspended, and it will probably become general, although New York and Boston at present assert their ability to withstand the shock. Already we hear of Wilmington, Baltimore, Frederick, Washington, Richmond and Norfolk Banks having suspended. We give also some extracts in relation to European matters. In our present number some tables are inserted showing the situation of the Banks of the United States prior to the suspension in 1837, and at other dates; which with the table on page 181, will be found useful hereafter for reference. We also insert a communication of "Public Lands" with his views embodied in a bill, which will at the present moment be read with interest. It is the opinion of many individuals, that some auxiliary to the specie basis appears to be necessary which it is the object of "Public Lands" to propose. It is our intention at this interesting period to embrace in our paper, all official documents and other matters of permanent value, in relation to the present crisis, so as to furnish a complete history of these critical times.

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From the Keystone—Extra.

LETTERS FROM THE GOVERNOR AND ATTORNEY GENERAL OF PENNSYLVANIA.

We hasten to lay before our readers the following circular of the Attorney General, and accompanying documents, relative to a subject in which the people feel a deep interest. It is a prompt and efficient measure, and will, we trust, save the public from the curse of unauthorized shinplasters.—Neither individuals, corporations or banks can complain.—The laws sought to be enforced are wise and excellent, and are designed to protect all classes of the community from impositions, and even the banks themselves. We hope our contemporaries of all sides will give this circular and documents a wide and a speedy circulation. Let those who would violate the laws beware—no necessity or excuse for doing so exists.

CIRCULAR.

ATTORNEY GENERAL'S OFFICE,
Harrisburg, October 10, 1839. }

To the several Deputy Attorneys General, of the respective counties of the Commonwealth of Pennsylvania:

I received the subjoined letter from his Excellency the Governor of the Commonwealth, this morning, and hasten to comply with the directions therein contained. For the purpose of facilitating reference to the acts of Assembly, furnishing our guide on the subject under consideration, I have appended copies of these acts to this circular, and invite your attention to their several provisions, for detailed instructions on the mode of proceeding to be adopted, in carrying out the views of the Governor.

It will be readily perceived that these acts of Assembly, although they seem at a cursory glance to contemplate, in the first instance, a private and civil proceeding, in case their proceedings are violated, are yet highly penal in their character, and are expressly designed to operate penal upon offenders. The evil which they were intended to correct had been experienced with great severity by the people of Pennsylvania. No citizen, whatever his circumstances might be, could claim exemption from its inconveniences and losses. Frauds in a thousand forms had been its offspring—public credit had been blighted, and both public and private morals deeply debased by its influence. That these things were the direct result of the indiscriminate issue, by private individuals and corporations, of notes, bills, checks, tickets, &c. &c. of small denominations, in the form and for the purpose of a circulating medium, is clearly shown in the history of the times at the passage of the first law on the subject, and by our own fresh recollection of the events of the last three years. No species of speculation holds out such strong temptations to violate the law, as that of manufacturing at will, and paying out bills, notes, tickets or something that resembles and passes for money. The master motive of human action is appealed to, and the honour and honesty of too many are found to yield. It is generally those of desperate conditions that avail themselves of the opportunity of palming off on the community large nominal amounts of small notes, during the suspension of specie payments by the banks, because they have little to risk, in setting the laws at defiance, and can obtain a circulation for their spurious money, as a substitute for the specie that is withheld from circulation. In the end the imposition is discovered, or the resumption of specie payments takes place, and the citizens, often those least able to bear it, are the sufferers. Similar inconveniences, though not in so great a degree, are experienced by the public, even when the small notes are issued by corporations and individuals perfectly solvent and willing to redeem them. They become worthless a few miles from the place where they are issued, or must be passed at a great sacrifice—are soon multiplied to such a degree as to expel most of the better money from circulation, and so debase and taint the currency of the country, as to render its purification and reform extremely difficult, if not impracticable.

Considering the subject in these aspects, I think there will be no difference of opinion as to the measures to be adopted. It would be idle henceforth, as it has been hitherto, to leave the enforcement of these laws to irregular, accidental individual interposition. Few would be willing to undertake the labour, and perhaps fewer, the responsibility of bringing the offenders to justice. The truth of the homely adage will be again realized, that, "what is everybody's business is nobody's." The violators of the law will escape, while the public is considering who shall prosecute, and the country will again be flooded with spurious notes in open defiance of the law.

I can perceive but one efficient mode of accomplishing the laudable desires of the Governor on this subject, and that is to assume at once the duty of resisting any infringement of the acts of Assembly. You are therefore hereby instructed to institute promptly, if not done by any other person, the proper proceedings pointed out by the provisions of the several acts of Assembly, against all individuals, or corporate bodies in your respective counties who violate all or any of

the provisions of the acts of Assembly, prohibiting the issuing and circulating of notes, &c. of a less denomination than five dollars.

You are further hereby instructed to be vigilant in ascertaining any such violations of the said acts of Assembly, and unflinching in the prosecution of the same, wherever, and as often as such violations are committed or repeated.

You are further instructed, after deducting from the portion of the fines or penalties accruing under said acts of assembly to the person instituting proceedings, such reasonable compensation as I may approve, to pay over the remainder of said fines or penalties to the use of the poor, or to such persons as by said act of Assembly, are entitled to one moiety thereof.

As the design of the proceedings herein directed, to be adopted by the several Deputy Attorneys General in the commonwealth of Pennsylvania, is the total and entire suppression of all illegal notes of a less denomination than five dollars, and the faithful execution of the laws, I shall expect, on the part of every gentleman who holds this official relation to me, a ready and thorough compliance with these instructions. Nothing, I am sure, is wanting in this crisis of our monetary affairs, to extricate the public from embarrassment and difficulty, but coolness, deliberation, firmness and a steady adherence to the laws, on the part of the government, and of the citizens. Let no step be taken without due reflection. Let us not forget that ample redress is guaranteed for all existing derangements of the currency by the laws—and that in the hands of the legislature is placed the only power of alleviating the difficulties under which the public labours, so far as the operation of the laws may be supposed to extend, and of preventing the recurrence of similar evils in future. It is not my desire or intention, in the instructions hereby given, to advise or countenance vexatious and harassing proceedings against the banks or individuals in this emergency, but merely to ensure the execution of these wise and salutary laws, enacted to protect the people from fraud and deception.

I am, respectfully, yours, &c.

OID F. JOHNSON.
Attorney General.

EXECUTIVE CHAMBER, Harrisburg, }
October 10, 1899.

To Ovid F. Johnson, Esq., Attorney General of the Commonwealth of Pennsylvania.

SIR,—The suspension of specie payments by most if not all of the banks of this commonwealth seems likely to produce the same debasement and derangement of the currency of the country, that have attended the same occurrences on former occasions.

The several acts of assembly prohibiting the issuing and circulating of notes, tickets, and other papers in the similitude of bank notes, under the denomination of five dollars, afford ample protection to the community against the evils arising from this illegal and spurious currency; if properly enforced. The only defect in these laws is the omission to enjoin the duty of enforcing them, upon some particular officers of the commonwealth.

To this omission it is probably owing, that these salutary laws have been practically disregarded, and treated as a mere dead letter. As the Executive of the commonwealth, bound to "take care that the laws be faithfully executed," I feel it to be my duty in this emergency, to prevent as far as possible the violation of these laws. I owe it to the people of Pennsylvania, whose dearest interests are involved, not to shrink from the performance of this duty. It is my desire, therefore, that you, as the proper officer, should immediately adopt such measures as you may deem best suited to the attainment of the object in view, to wit: the entire suppression of all notes, bills, checks, tickets, or other papers of the similitude of bank notes, or promises to pay money or other things under the denomination of five dollars, from being issued or circulated within this commonwealth, so far as the laws in relation to the subject furnish adequate powers for that purpose.

It is proper I should state that, in directing this proceeding I do not intend or believe that it will operate to shake the confidence of the public in the ultimate ability of most, if not all of the banks of this commonwealth to meet all their obligations and to redeem their faith pledged to the community; nor do I think it will throw any obstacles in the way of their doing so; on the contrary, I firmly believe the exclusion of all small notes from circulation, will tend more directly than any other measure that can be devised to protect the public from frauds and imposition, and to enable the banks to fulfill their respective engagements.

The circumstances by which we are surrounded will doubtless lead to the cultivation of a spirit of mutual forbearance and moderation on all sides, as the course best adapted to restore a sound and healthy condition of affairs. Every attempt to aggravate existing embarrassments unnecessarily, should be discountenanced by all cool and reflecting citizens.

There is, beyond question, abundance of specie in the country to fill all the channels of domestic circulation, without distressing its private holders or the banks; and as the suspension of specie payments by these institutions, cuts off a great portion of the foreign drain upon it, it must readily find its way into the hands of the people.

Respectfully yours, &c.

DAVID R. PORTER.

From the Journal of Commerce.

THURSDAY, OCTOBER 10.

VERY IMPORTANT.

STOPPAGE OF THE UNITED STATES BANK.

The United States Bank in New York, received a note, in a few words, from the United States Bank of Pennsylvania yesterday morning, directing it to pay no further liabilities of the U. S. Bank, as it was inconvenient to make the payments in New York.

In consequence of this, the Bank put up the following notice:

Bank of the United States in New York, }
New York, Wednesday morning, Oct. 9, 10 A. M. }

"Notice is hereby given that the notes of the United States Bank of Pennsylvania will no longer be received at the Bank of the United States in New York."

Post Notes to the amount of forty or fifty thousand dollars, and perhaps a much larger sum, payable in New York, were due yesterday and protested. On the presentation of a \$10,000 Post Note at the opening of the Bank, the holder was put off for an answer till 12 o'clock, and was then answered in the negative.

The excitement in Wall street was very great of course, and conjectures rife as to the real state of the case. Our readers will perhaps be able to comprehend what our opinion must be.

The general impression seems to be, that there will of course be a general suspension of specie payments in Philadelphia.

Some people think that of course there must be a suspension here. But for such an opinion there is not the least foundation. Our Banks resumed in the face not only of a tacit non-resumption in Philadelphia and all over the South, but in the face of an active opposition. They were told from high authority that to resume without Philadelphia, would of course be a failure. But some men thought otherwise, and it proved that resumption elsewhere was in no wise important. The difference was adjusted at once by the rate of exchange, and for four months our Banks paid before Philadelphia resumed, and in fact she never resumed for Post Notes staved off the whole thing. During most of this time, drafts on New York were worth *specie* and a *premium*, all over the non-paying territory. It will be so always; and of course no drafts will be made on us for specie from that quarter.

A few shares of the United States Bank were sold after the suspension was known, at 95, and some eight drafts on Philadelphia at 2½ a 3 discount.

The United States Bank here, received no further advices yesterday from the mother bank, after the letter alluded to above. When called on by the notaries at 3 o'clock, the answer first given was, "We have closed our account with the United States Bank of Pennsylvania." That was afterwards withdrawn and "want of funds" substituted; but finally a simple refusal to pay was substituted for all other answers. It is to be remembered that the notes protested were made payable in New York, and that the Bank has issued Post Notes payable here up to two or three days ago,—probably not aware of the inconvenience which was soon to occur. The Bank has always required individuals whose notes were discounted for post notes, to make those individual notes payable here.

POSTSCRIPT.

General suspension of specie payments by the banks of Philadelphia and Baltimore.

The mail of this morning not only confirms the intelligence yesterday received, of the suspension of specie payments by the bank of the United States at Philadelphia, but also apprises us that nearly all the other Philadelphia banks had come into the measure. They considered it useless to undertake to keep their small machinery in operation, when the great regulator was out of order. Our Philadelphia letter published below, gives some interesting particulars as to the progress of the suspension movement.

We further learn by passengers arrived this morning from the south, that the Baltimore banks have suspended specie payments; and report adds, that two of the banks there have stopped entirely. Perhaps nothing more is meant, than that they pay specie for no denomination of bills. The Baltimore papers of yesterday morning are silent on the subject.

We presume that the example of suspension will be followed extensively throughout the Middle and Southern states. It is a glorious time for New York to give a character to her banks and currency, of inestimable value; and *she will not fail to improve it.* Boston, and New England generally, will be with us.

Correspondence of the Journal of Commerce.

In reference to a suspension of specie payments by the banks of New York, the Courier of yesterday holds the following language:

A general meeting of the officers of the different banks took place last evening, at which it was resolved that they would continue to meet all demands upon them in gold and silver; and so long as they have a dollar at their disposal, assist each other in carrying this resolution into effect. One thing is morally certain—so long as they have the means of meeting their obligations in specie, they owe it to themselves and the community to do so, and then, if they should be compelled to stop payment, they will have with them the sympathy and best feelings of the public.

From the Baltimore Patriot.

SUSPENSION OF SPECIE PAYMENTS.

By the railroad cars last night, from Philadelphia, authentic information was received in this city, of the suspension of specie payments, yesterday, by the banks in Philadelphia. This decisive movement in the commercial metropolis of Pennsylvania, our nearest neighbour city to the east, seemed to leave no alternative to the banks in Baltimore, but imposed a necessity on their part—if they would be true to the interests of the community in which they are located—to adopt a similar course of action. A meeting of the officers and directors of the several banks in Baltimore was accordingly held this morning at eight o'clock, when on the announcement of the foregoing fact, a resolution to suspend specie payments in Baltimore was offered, and unanimously adopted.

The measure thus adopted, was made known at the opening of the banks this morning, and so far as we hear, fully acquiesced in by the community, as one dictated by prudence, not less than the necessity of the case, and by a just regard to the interests of our citizens.

BALTIMORE BANKS.

At a meeting of the banks of the city of Baltimore, held this day, each bank being represented, the following resolutions were unanimously adopted:

Resolved, That inasmuch as the collections made by the banks of this city, are received to a great extent in bank notes not immediately convertible into coin, it is expedient that the following rules and regulations be adopted by them in relation to such collections.

No eastern or northern bank shall be permitted to check on any collection made for it, under the space of thirty days from the date when the payment shall have been made; and all checks shall be drawn at one day's sight, without grace.

Resolved, That the time after which the foregoing provisions shall apply, shall be as follows:

To Philadelphia and N. York, from and after the 14th inst.
To Boston and Providence, 16th,
To all other banks, 20th

NICHOLAS BRICE, Chairman.

SAMUEL JONES, Jr. Secretary.

Baltimore, October 8, 1839.

WILMINGTON, (Del.) October 11, 1839.

Stoppage of specie payments by the Banks.—Information was received in this city on Wednesday last, that the Philadelphia banks had ceased to redeem their notes in specie—consequently the banking institutions in this city were forced to take the same posture. Silver is no longer to be seen, except as an article of rare merchandise, and the era of shinplasters has again come round.—*Del. Journal.*

MEETING OF THE PROPRIETORS OF THE BANK OF ENGLAND.—The half-yearly meeting of the proprietors of bank stock was held September 19th at the Bank of England, for the purpose of declaring a dividend, and for the despatch of other business. The proposition of the Governor that the dividend for the half-year should be 3½ per cent. was unanimously adopted, without much information being obtained or furnished respecting the affairs of the bank. It appears, however, that the present dividend was not only made up without any abstraction from the surplus capital, but that the sum of £64,000 had been added to that fund, making an increase during the year of £86,000. The branch banks, it was stated, continue to be a source of profit, and the Governor declared that they had not been extended. It also appeared that no portion of the dead weight had been disposed of, the reason given for which by the Governor was, that the offers had not been sufficiently satisfactory. The amount of "rest" on the 31st of August last, on the day on which the accounts of the bank were settled up was stated to be £2,862,885.

Quarterly average of the weekly liabilities and assets of the bank of England, from the 25th June 1839, to the 17th September 1839, both inclusive, published pursuant to the Act 3 and 4 W. IV. cap. 98.

		<i>Liabilities.</i>	
Circulation,	-	-	£17,960,000
Deposits,	-	-	7,782,000
			25,742,000
		<i>Assets.</i>	
Securities,	-	-	£25,963,000
Bullion,	-	-	2,889,000
			28,752,000

Downing Street, September 19, 1839.

From the New York Courier and Enquirer, second edition.

At about eight o'clock this morning arrived the steam ship Liverpool, bringing us papers from London to the 20th and Liverpool to the 21st ult.

The letter of our London correspondent presents a complete summary of the important commercial and financial intelligence brought by this arrival. We have no room for present comment.

The amount of bills drawn by the Bank of the United States, protested for non-acceptance by Hottingear & Co.,

was 7,000,000 frs. Mr. Jaudon immediately repaired to Paris, and arranged with the Messrs. Rothschild to accept the protested bills, and all others drawn on the Messrs. Hottingeur.

The harvest of Great Britain has unquestionably been a failure, and the crop is estimated to be at least 5,000,000 quarters short.

The bullion in the Bank of England is estimated at £3,500,000, and a suspension of specie payments by that institution was confidently predicted.

Correspondence of the Courier and Enquirer.

London, September 20th, 1839.

The Liverpool steam ship being about to depart from Liverpool at an early hour to-morrow morning, and as no other steam ship will be in train for New York for an unusual time after the sailing of the Liverpool, I purpose to send you the fullest, latest, and the best ascertained account of the present state of affairs in this quarter of the world.

Preceding all other matters at the present moment is the unexpected and extraordinary occurrence respecting the French agency of the Bank of the United States.

On the night of Friday last arrived in London an express to Mr. Jaudon, informing him that on that day the house of Hottingeur, the Paris agents of the bank, had refused to accept the usual bills which had been drawn from Philadelphia against consignments of cotton to Havre de Grace and various other ports of France. This intelligence was entirely unexpected by Mr. Jaudon, who, though the most prominent European agent of the Bank of the United States, has not professed any direct connexion with the Parisian agents of the bank, and consequently then learned for the first time that the house of Hottingeur had come to so extraordinary a determination as to refuse the bills of an establishment from which they have derived so very beneficial an interest during an agency of twenty years.

Setting off instantly for Paris, Mr. Jaudon arrived in that capital on Monday, and at once removed all the difficulties of the Messrs. Hottingeur, by negotiating with the house of Rothschild, the Jewish capitalists of so much celebrity, and who now accept the bills of the Bank of the United States.

This event has been the subject of extraordinary excitement, both in England and in France. But the numerous enemies of the Bank of the United States, who, both in London and Lancashire and Yorkshire, were exulting in the supposed downfall of the institution have now found, that, on the contrary, the result of the affair has eminently strengthened the credit of the institution; all parties now agreeing, that if Mr. Jaudon, when suddenly called upon, could provide security for 7,000,000 of francs, extraneous entirely to his own arrangements of every description, and could substitute the greatest capitalists in the whole world for the comparatively unknown house of Hottingeur—that all this must redound most signally to the credit and solid power of the Bank of the United States.

So far indeed from the Bank of the United States having received assistance from the Bank of England, the Bank of England, on the contrary, may be said to have received assistance from the Bank of the United States, so far as to have imported 250,000 sovereigns, and to have sold them to the Bank of England, at a time when the bullion was reduced almost to nothing, is certainly "assistance" in the true meaning of the word, and this is the only transaction which has passed between Mr. Jaudon and the Bank.

On the subject of the weather and harvest in England, the accounts by the Liverpool Steam Ship are unfortunately to be of the gloomiest kind. Since the date of my letter by the Cambridge packet ship of the 7th inst., which informed you of the melancholy appearance of every thing on the ground, the weather has been even worse during the whole of the succeeding time. Daily, for the last ten days, we have experienced rain in considerable quantity during the whole of the twenty-four hours; but on Saturday, Sunday, and Monday, last, the torrents were greater than in any month of September, within the memory of man. Real summer or autumn, there has been indeed none in England; and the consequence is, that the prospects of the harvest are of the most alarming description at the present time. In

Ireland, Scotland, the higher districts of Wales, and the counties of England north of the Humber, there is now no doubt that the crops will be deficient at least one third, and probably one half, as already mentioned.

However these prospects of exportation of high price flour to England, may cause some parties in the United States to exult, there is no doubt of the greater enlargement of the views recently appearing in the Courier and Enquirer, and showing that high price for a limited surplus of flour is no real satisfaction for the far more extensive national disadvantages arising from a diminished consumption and lower prices of Cotton and other commodities, and from the continued derangement of all commercial and monetary affairs, which seems now inevitable in England for the whole of another year of misery of every kind.

The money market of London remains in a very unsatisfactory situation, and though there was some improvement on the occurrence of one or two not unfavourable days for the harvest, yet the subsequent relapse to rain, has again caused every better symptom to pass away. Indeed, it is impossible to perceive how the Bank of England is to continue payments in gold—for already it is certain that a deficiency of 5,000,000 of quarters of wheat must be the result of the harvest, and as this quantity must be obtained and paid for to foreign nations—and the price abroad will not be less than 40s. per quarter; and there is no prospect of foreigners taking manufactured goods in payment more during this winter than in the last, and as this will, therefore, require the exportation of £18,000,000 in gold, whilst the whole amount in the vaults of the Bank of England, is more than about £3,500,000; it must follow that the entire exhaustion of gold, is almost immediately at hand. How rapidly the precious metals are flowing out of the country, is seen from the following return from the Custom House of London alone, of the exportations of the recent week:

Silver Coin	Mauritius	48000 ozs.
	Hambro	11440
	New York	23250
	D. W. Indies	962
Bars,	Hambro	37000
	Calcutta	2000
Gold bars,	Hambro	500
Coin,	Petersburg	1230
	Mauritius	800

Perhaps, therefore, the English Ministry will resort to the power, which they have under the Bank of England's charter, to authorize the suspension of payments in cash, a measure which, though greatly to be regretted, is, I am confident, needlessly dreaded by the public—as the Bank of England is possessed of abundance of property, and there is no probability that Bank of England notes would be refused by foreign nations, or that the discount would be to any material amount, whilst, on the other hand, the extension of the currency, which the suspension of cash payments would enable the directors of the Bank of England to create, would appear to be the one only measure which can sustain and stimulate every department of general trade.

In American securities, there is no business, excepting in the shares of the Bank of the United States—as after inquiring diligently to-day in every quarter, and to the close of the day, not a transaction can be heard of, excepting in Bank Shares 21£. 10s.

The Cotton markets, however, are firmly sustained both in Liverpool and London; as in London, though the sales are not extensive, the importers remain firm in their demands. The transaction of the week are 1000 bales middling to good fair Surat at 5 1-2d to 6d, and 170 good fair Madras at 5 3-4d, to 5 7-8, per lb.

We learn from the Boston Daily Advertiser, that through the exertions of Messrs. Alex. Barclay & Co., of Gottenburg, the late additional duty of 15 per cent. on goods by American vessels, has been taken off; and that American vessels now, can import goods from any part of the world into Sweden, on the same terms as Swedish vessels. These persons who have paid the duty above referred to, will be reimbursed.—*Phila. Gazette.*

For the U. S. Commercial and Statistical Register.

MR. HAZARD,

The present difficulties in our monetary system I consider a sufficient apology for requesting you to lay before your readers the following bill as embodying my views of the enactment necessary to carry out my plan of a new basis for the currency reprinted in your former numbers.* It will be seen that the object is to provide a standard of value which shall be as immutable as the nature of things will admit, and at the same time form a basis for the circulation of the Country which will not be liable to sudden contractions from a foreign demand. It is proposed that the amount of notes to be issued should be equal to the amount of specie which is considered necessary for the Banks to keep on hand to enable them always to meet all demands upon them; upon the supposition that these notes, being a legal tender as well as specie, would be kept by the Banks as the basis of their circulation in preference to specie for which they are now always liable to sudden demands from abroad. The notes, not bearing interest, would offer no attraction to foreigners as they would be of little service out of this country. Their introduction here would liberate the specie, which is now necessarily held by the Banks, for the smaller circulation and for the purposes of commerce. It would also put a stop to the system now practiced by foreigners of using the orders of our merchants as guides for the shipment of goods here on their own account, to the great detriment of our merchants and manufacturers, as they would be obliged to take treasury notes in payment and purchase specie for remittance. The notes being issued to the States would be equivalent to the division of so much of the public lands among them, and would furnish ample means for state improvements, education &c. &c. without resorting to loans. As the bill now stands, the amount of notes in existence will at all times be nearly equal, and if found insufficient can at any time be increased by Congress on the same plan. Congress would have no inducement to issue more than would be necessary, as the surplus would be immediately paid out by the Banks and go into the Treasury where they must be cancelled and thus take the place of funds which would have been available to Government. Fraudulent issues could not be made without the collusion of the Secretary of the Treasury, the United States Register, and the Governor, Treasurer and Register of the States; and their re-issue, after having been redeemed, would be subjected to the highest punishment of the law. The system of domestic exchanges would be perfect as the Treasury Notes would be taken in deposit at every Bank in the Union. If the amount of notes to be distributed should be considered too great to be issued at one time, it can easily be divided into regular instalments to give time for the specie to be absorbed by commercial operations. Specie would then be considered, what it really is, only an article of merchandize, and would give us no more uneasiness at its exportation than if it were so much broadcloth. The security of the Treasury notes can never be doubted while the public lands have a value or the Government collects a revenue.

PUBLIC LANDS.

AN ACT

To authorize the issue of Treasury notes, to form the basis of Circulation and Standard of Value.

Whereas it is of the utmost importance in all commercial countries to have a fixed standard of value, as well as one of

weights and of measures; and gold and silver, our present standard, fluctuate so much in price, as to cause great and sudden variations in the prices of all other descriptions of property, without any change in the relative supply and demand for such property, and thus are too variable to be considered as a standard. And, Whereas, experience having shown that great difficulties and instability in the business of this country, arise from our using gold and silver as the basis of our circulating medium, while the same articles are used in other countries for the same purpose, and thus forcing our currency to contract or expand with all the variations of scarcity, or abundance of the precious metals abroad, it has become necessary to adopt a new basis for our currency, which will be independent of all foreign demand, and be at all times under our own control: Therefore,

Sec. I. Be it enacted &c. That the Secretary of the Treasury be, and he is hereby required to procure engraved plates for Treasury notes of the denominations of \$5000, \$1000, \$500, \$100 and \$50 respectively, made payable to the respective states and territories of this Union, in the words following to wit:

The United States of America promise to pay to the State of Pennsylvania, [each of the other States and Territories, to have their names engraved in like manner on other plates] or bearer one thousand dollars, [and so the other denominations mentioned above] on demand, by receiving this note, for so much, in payments at the different land offices for the public lands, or, in liquidation of any debt to the United States.

Treasury office, Washington 184
Countersigned.

Register U. S.

Reg. State Penna.

Sec. II. That the Secretary of the Treasury shall cause to be printed from the said plates, in the proportion of each denomination that may be deemed most convenient, as many notes in favor of each state and territory respectively, as will, agreeably to the ratio of Representation, be the share of such respective state or territory of the sum of millions of dollars, and that he shall cause the same to be regularly numbered and registered, and also, to be signed by a register to be appointed by him for that purpose.

Sec. III. That the said notes, when so prepared and registered, shall be delivered upon requisition of the Governors of the several states and territories, in whose favor they are drawn, to the respective treasurers thereof, and when countersigned by registers appointed for that purpose by the several states and territories, shall be deemed and are hereby declared to be a lawful tender for the payment of all debts and contracts which may be made after the passage of this act, unless otherwise expressly stipulated in the said contracts.

Sec. IV. That the said notes when redeemed by the United States, shall be immediately cancelled and defaced and marked on the register as paid, and shall not again be issued. And it shall be the duty of the Secretary of the Treasury at the end of each month, to publish a statement of the amount so redeemed and cancelled, specifying the amount of each denomination, and the state or territory in whose favor the notes were drawn.

Sec. V. Whenever and as often as the notes redeemed by the United States, shall amount to millions of dollars; the Secretary of the Treasury shall cause new notes to that amount to be prepared and issued to the Treasurers of the several states and territories, upon the requisition of the Governors thereof, in the ratio of their representation, and the said new notes shall be considered and treated under all the sections of this act, as if they were the original notes directed by the 2d Section of this act, to be printed and prepared.

Sec. VI. The re-issuing of any of the notes which may be issued under the provisions of this act, after they shall have been redeemed by the United States, and also the counterfeiting of them, shall be deemed a felony, and any person convicted of either of these offences, shall suffer death.

* See pp. 139 and 163.

EXPORTS OF COTTON,

From the port of New Orleans, for the last ten years—commencing 1st October, and ending 30th September.

WHITHER EXPORTED.	BALES OF COTTON.									
	1838-39.	1837-38.	1836-37.	1835-36.	1834-35.	1833-34.	1832-33.	1831-32.	1830-31.	1829-30.
Liverpool, - - - -	297,774	465,183	393,882	227,017	245,101	273,113	216,559	193,867	204,132	179,536
London, - - - -	6	123	41	281	45	244	336	...	66	...
Glasgow and Greenock, - -	7,390	16,147	17,077	7,991	12,601	13,950	8,096	6,227	14,821	16,419
Cowes, Falmouth, &c. - -	2,459	48	2,966	1,237	156	1,160	676	3,771	802	60
Cork, Belfast, &c. - -	2,139	...	1,180	...	1,220	702	...	...	3,553	883
Havre, - - - -	112,779	110,609	112,410	106,867	126,505	88,414	73,030	63,462	47,446	76,022
Bordeaux, - - - -	1,348	4,407	6,100	4,137	2,765	2,650	1,541	1,826	1,045	2,978
Marseilles, - - - -	6,255	7,285	9,110	16,205	7,585	6,348	5,119	10,030	7,895	9,896
Nantz, - - - -	2,070	5,527	5,268	6,672	5,017	3,841	2,612	2,820	4,104	2,668
Cette and Rouen, - -	...	...	753	...	...	...	...	...	370	1,175
Amsterdam, - - - -	49	932	202	2,130	238	754	50	392	226	899
Rotterdam and Ghent, - -	...	...	...	...	...	359	...	70	...	34
Bremen, - - - -	27	656	123	5,039	398	2,495	926	1,026	401	323
Antwerp, &c., - - - -	...	1,593	2,782	5,348	1,122	153	...	370	...	2,358
Hamburg, - - - -	310	3,149	2,538	4,330	1,863	5,059	1,176	1,870	2,049	499
Gottenburg, - - - -	947	343	553	1,025	747	...	1,186	695	235	100
Spain and Gibraltar, - -	1,225	4,713	4,300	1,323	1,316	1,384	1,615	4,562	602	85
West Indies, - - - -	4,259	2,641	2,050	612	14	...	75	...	4	2
Genoa, Trieste, &c., - -	3,556	7,174	7,875	10,239	5,598	...	...	1,190	1,794	1,136
Other foreign ports, - -	113	902	233	2,117	...	922	...	...	53	707
New York, - - - -	62,691	39,352	24,734	29,604	50,978	15,938	31,497	24,955	55,737	30,915
Boston, - - - -	49,242	40,271	38,409	37,084	42,928	25,947	28,868	25,078	36,327	13,686
Providence, R. I., - -	4,038	1,607	1,177	3,204	5,223	3,064	13,651	4,611	20,709	4,530
Philadelphia, - - - -	6,156	8,526	6,022	7,428	7,918	3,368	7,239	4,607	10,607	4,277
Baltimore, - - - -	3,450	6,148	2,978	1,128	989	1,701	4,743	1,614	5,750	1,580
Portsmouth, - - - -	5,369	4,819	8,044	11,989	8,707	8,209	4,760	3,343	5,593	...
Other coastwise ports, -	7,171	5,026	3,781	2,098	5,741	2,478	3,465	520	363	1,128
Total, - - - -	580,817	737,186	594,538	493,005	534,765	462,253	407,220	356,406	424,684	351,890

RECAPITULATION.

Great Britain, - - - -	309,768	481,501	355,096	236,526	259,123	289,169	225,667	203,365	223,374	196,892
France, - - - -	122,452	127,828	133,641	133,881	141,872	101,253	82,302	78,138	60,913	93,446
North of Europe, - - -	1,446	7,580	6,431	17,989	4,368	9,742	3,338	4,423	2,911	4,213
South of Europe, - - -	9,040	14,528	14,225	12,074	6,918	1,384	1,690	5,752	2,400	1,223
Coastwise, - - - -	138,111	105,749	85,145	92,535	122,484	60,705	94,223	64,728	135,086	56,116
Total, - - - -	580,817	737,186	594,538	493,005	534,765	462,253	407,220	356,406	424,684	351,890

Comparative Arrivals, Exports, and Stocks of Cotton of New Orleans, for ten years—commencing 1st October.

Years.	Arrivals. Bales.	Exports. Bales.	Stocks. Bales.
1838-39	589,281	580,817	16,307
1837-38	743,218	737,186	8,843
1836-37	604,475	596,068	15,302
1835-36	498,895	493,005	8,702
1834-35	531,366	534,765	4,842
1833-34	465,103	462,253	8,756
1832-33	418,853	407,220	7,406
1831-32	349,797	356,406	7,088
1830-31	428,876	424,684	13,697
1829-30	363,641	351,890	9,505

STATEMENT OF COTTON.

Stock on hand 1st October, 1838,	Bales.	8,843
Arrived since 20th ultimo,	8,983	
Arrived previously,	580,298	
Total receipts for 12 months ending 30th ult.,	589,281	
	598,124	
Exported since 20th ult.,	4,321	
Exported previously,	576,496	
Total exports for 12 months,	580,817	

Loss in re-picking damaged Cotton, &c., 1,000-581,817

Stock on hand 1st October 1839, including all on ship-board not cleared on the 30th ultimo, } Bales 16,307

ESTIMATE OF THE COTTON CROP—1838-9,
In Louisiana, Mississippi, Tennessee, North Alabama
and Arkansas.

Receipts of this year's crop to 1st Oct. 1838, Bales 5,794
Receipts from 1st Oct. 1838, to 30th Sept. 1839, 589,281

Deduct—Receipts of new Cotton up to 30th ult., 16,563

Deduct—Received from Mobile, 16,768 578,512
" " " Florida, 1,080
" " " Texas, 2,871—20,719

557,793
Add—Exported fr. Natchez, Vicksburg, &c., 16,432
Estimated to have been shipped from Cotton growing districts to the western states, } 25,000—41,432
and across the Mountains.
Total Crop of the above states, of 1838-39, 599,225
[New Orleans Price Current.]

Official—Treasury Notes.

TREASURY DEPARTMENT, Oct. 1, 1839.

Amount issued under the provision of the act of October, 12, 1837, viz: \$10,000,000 00

Of that issue there has been redeemed, 9,709,578 55

Leaving outstanding 290,421 45

In lieu of those redeemed there has been issued under act of 21st May, 1838,

5,709,810 01

Of that issue there has been redeemed, 5,488,373 15

Leaving of that issue outstanding, 221,436 86

Aggregate of first and second issues outstanding, 511,853 31

The issues under the provision of the act of the 2d March 1839 amount to 3,857,276 21

Of that issue there has been redeemed, 661,750 00

Leaving outstanding, 3,195,526 21

Making the aggregate of all outstanding, 3,707,384 52

LEVI WOODBURY,
Secretary of the Treasury.

PANAMA, AUGUST, 15.

The Act of Congress relative to the franking of epistolary correspondence, crossing this Isthmus, has received the sanction of the Executive power; and being of great importance, we give it a place in the present number:

DECREE,

Relative to the Franking of the Correspondence, of Governments in amity with New Grenada, which may cross the Isthmus of Panama.

The Senate and House of Representatives of New Grenada, in Congress assembled,

Decree.—*Only article.*—The Executive power is authorized to concede to governments in amity with New Grenada, the entire freedom [from postage or other tax] of the correspondence between them and their diplomatic and consular agency which may pass the Isthmus of Panama, whether brought to the ports of said Province in vessels of the same nation, or any other nation, than those which are to be included in this concession. In making it, the Executive shall endeavor to obtain such advantages as may be practicable, in favor of the national interests.

Given at Bogota, 29th May, 1839.

This decree is signed by the President and Secretary of each House of Congress, and by the President of the Republic, Jose Ignacio de Maquez.

The following table will show the temperature at Peoria, Illinois as compared with the temperature at the same hour in this city, for seven successive days; the observations having been made at 3 o'clock, P. M.

	Philadelphia.	Peoria.
September 14	64	70
15	69	68
16	73	65
17	74	63
18	71	70
19	68	84
20	73	80

The average heat of this city was 70.28, and at Peoria 71. It will be seen that on the 19th there was a difference of 16 degrees at the same moment, supposing the thermometers to have been similarly exposed.

During the late gale, we understand that the schr. Olive, while at anchor about 10 miles outside of Salem harbor dragged her anchors, and finally after paying out her entire cable,

was suddenly brought to. The next morning, on attempting to raise the anchor, great difficulty was found and the bulwarks of the bows of the vessel were brought to the water's edge. After considerable exertion the anchor was raised, and attached to it was found a large iron cannon with carriage, which were in a good state of preservation. From the appearance of the gun, we should think it was evidently very old, and undoubtedly belonged to some man of war. We understand it is landed on a wharf in the west part of the city, and has been an object of interest to the curious.—*Boston paper.*

Most Distressing Shipwreck.—Captain Rallo, of the Sicilian brig Filomena, arrived at New York on Sunday, reports having fallen in with, in latitude 38 37, longitude 66 17, part of the wreck of a vessel. Took from it Captain Murray and five seamen, Captain M. reports the following: His brig, the Cadwallader, belonged to St. Andrews; he sailed from St. Stephens for Barbadoes, lumber loaded, on the 6th of Aug. In the gale of the 13th September the vessel was knocked down, filled, and went to pieces, and William Brett and William Richardson were drowned.

Captain M. and five others clung to the keel, with part of the stern and stem, which was the largest part of the wreck left, where they remained five days, the sea making a continual breach over them, without any thing to eat or drink; when taken off they were nearly exhausted and could not have lasted another day; some of them were delirious and their clothes nearly all washed from their backs; but by the kind attention of Captain Rallo, who supplied them with clothes and every thing that he could to make them comfortable, they have all recovered. Since they have been on board the F. their skins have all come off, from being so long washed by the sea.

We have to record in the present number, the occurrence of an unusual number of destructive conflagrations—besides New York and Philadelphia—We observe that Natchez, Aiken, S. C. Mobile, York, and a town on the Spanish Maine, have all suffered severely.

On Saturday, the Governor of Pennsylvania, and on Monday, the President of the United States, arrived in this city,—the latter was escorted by a large body of Military and other citizens, through various streets of the city, and then conducted to his lodgings at Sanderson's.—At 6 o'clock in the evening, he was waited upon by the Mayor, and Select and Common Councils of the city, who had previously passed resolutions to pay him respect.

We have not room for the details of the Election in this city and county, on Tuesday last. Yesterday Councils met jointly, and elected, unanimously, John Swift, Esq. as Mayor, he having received at the late election 3343 votes, and John K. Kane, Esq. the gentleman returned with him agreeably to law, as having the next highest number of votes 3293; John C. Montgomery, Esq. the other candidate, received 2670 of the popular votes. The late election was the first under the new constitution, giving the choice of certain officers heretofore appointed by the Governor and Councils, to the people.

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UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, OCTOBER 23, 1839. No. 18.

From the New York Express. Important to Importers.

The opinion of Chancellor Kent, which we this day present to our readers, will be read we doubt not, with great interest in many other places besides the city of New York.

It will be seen that this opinion goes against the legality of all seizures, (and of course, against all arrests for the same cause,) made in Philadelphia, Baltimore, and Boston. Indeed, if the Collectors of these ports possessed, legally, the power which they have exercised of seizing goods which has passed the custom-house regularly, there would be no safety to the mercantile community whatever. It is to be hoped that the Chamber of Commerce and the Board of Trade will take up this subject immediately. The entire foreign trade in woollens in this country is almost at an end, and our extracts from English papers, published last week, show that the course of the Collector has almost entirely crushed the American branch of it in England. Indeed the withdrawing of so many millions of dollars, as now in the shape of goods, are locked up in the custom-house, being more than the property burned up by the recent fires in New York and Philadelphia together, and for which the money in most cases is remitted to England, and has no doubt tended to increase greatly the present commercial distress.

The questions submitted to Chancellor Kent for his opinion, were as follows:

1. Whether under the act of Congress of 1793, the importer of goods (other than woollens and cottons,) has a right to require of the Collector the appraisement in the manner and form set forth in that act, or whether that act is repealed by any subsequent act, and where are his present rights in cases of seizure or threatened seizure?—Or does the act of 1830, sec. 3, apply to any goods other than cotton or woollen, &c.?

2. Can the Collector under the 68th sec. of the act of 1799, seize goods after they have been passed regularly through the custom-house, under the inspection of the proper officers, and paid the duties thereon, and can the duties on said goods, be recovered back from the Collector in case of seizure?

3. Whether the *onus probandi* lies upon the claimant of goods, according to the 71st sec. of the act of 1799, unless the seizure is made in pursuance of that act, or can the *onus probandi* lie in any case on the claimant unless the seizure be made in conformity to the act of 1799, excepting of course woollens and cottons, under the act of 1830?

4. Has the Collector any power to charge duties on what he may consider the "actual value" at the place of exportation, instead of "actual cost" on goods which are obtained by purchase?

5. Can the judgment of the appraisers, unless appointed under the act of 1799, be considered *prima facie* evidence against the goods, so as to make out the cause on the part of the government, and can it be sufficient to go to the jury?

OPINION OF CHANCELLOR KENT.

I have read and considered the annexed questions:

1. In answer to the first question I have to observe, that I do not perceive, in the Act of March 2d, 1799, ch. 128, (being the original and very voluminous Act for the Collection of Duties,) any right given to the importer of goods to require the Collector to cause them to be appraised by ap-

praisers. The Act of the 14th of July, 1832, Sec. 7, makes it the duty of the Collector, where an *ad valorem* rate of duty is imposed on any goods, wares and merchandises, imported into the United States, to cause the actual value thereof, at the time purchased, and place from which they were imported into the United States, to be appraised. If it be the duty of the Collector, under the act of 1832, to cause the goods to be appraised, then I think that the importer has, under that act, a right to call upon him to perform that duty, and the Importer ought not to suffer any injurious consequences whatever from the neglect of it. The act of the 28th of May, 1830, sec. 2, relative to appraisers, applies only to articles of importation *subject to appraisement*, but the subsequent act of 1832 seems to be general and unqualified in its terms as to this point, and to make it imperative on the Collector, in every case to have the goods appraised.

2. In answer to the 2d question, I am of opinion that the Collector has no right under the 68th section, or any other section of the act of 1799, to seize goods after they have been passed regularly through the custom-house under the inspection of the proper officer, and paid the duties thereon.—There would be no security in the purchase of goods, and no end to vexation and tyranny if goods are not free from arbitrary or discretionary seizure, when the duties have been paid and the goods fairly passed through the government offices into the general mass of the circulating commerce of the country. The act of 1799 gives no colour for such an act or assumption of power. All the powers conferred upon the Collector under the 66th, 67th, 68th and 71st sections of the act of 1799, evidently apply only to goods while *in transit* and under the control of the custom-house department and the packages unbroken, or if *smuggled* into the country without payment of duties.

The right of seizure is for concealed goods, or goods suspected to be concealed, and which are subject to duty, that is in cases where the duties have not been paid. The power of examining invoices, and ascertaining true entries, and the true cost of goods, is when the goods are *sub judice*, or under the control of the custom-house, and it is too late after the examinations are closed, and duties paid, and the ordeal passed, and the goods delivered over into the hands of the importer or purchaser for commercial use, to go on and seize on suspicion. The right of action or the exercise of the tremendous power of seizure and search, and violating domicile, only applies either to goods smuggled or concealed or suspected to be so without payment of duties, or while the goods are still under the hands of the Collector in packages. I do not see any thing in either the 67th, 68th or 71st sections of the act of 1799, that gives the inquisitorial power, except in the two cases I have mentioned.

3. In answer to the third question, I am of opinion that in cases of seizure the *onus probandi* is thrown upon the claimant, when the seizure is made *pursuant to the act*, and that is when there is suspicion (and that means a just and bona fide) of fraud after entry and the packages unbroken or where goods are suspected to be concealed to evade the duty. In other cases I do not apprehend that the *onus probandi* is cast on the claimant under the 71st section of the act of 1799, nor ought it in justice to be in any other cases, and the reason why it is cast on the claimant in these two cases, is because the conduct of the importer has raised in the mind of the Collector *reasonable ground for suspicion of fraud* as to the entry and invoice, or as to the concealment.

4. In answer to the 4th question, I am of opinion that the duties ought to be charged upon the actual cost of goods obtained by purchase. If the transaction be fair, this is the true test of value, and what was intended by the acts of 1799 and 1832. The 15th section of the act of 14th July, 1832, (the latest act on the subject) explicitly declares that the ad valorem rates of duty upon goods shall be estimated *upon the actual cost if actually purchased*. This is the true value meant by the act, when the actual cost can be ascertained, and the appraisers must take it for the actual value. Any other test more against the importer would be unjust and oppressive, and most unreasonable. The positive words of the act which I have referred to are decisive. The act of 1799, section 66, made the *actual and real cost* of the goods at the place of exportation, the test of the value, and upon this construction only can the revenue acts be reconciled and made just and consistent.

5. In answer to the 5th question, I am of opinion that the judgment of appraisers *unless duly appointed*, is of no moment; but if duly appointed, and they be duly called upon to appraise the goods, their appraisal would be *prima facie* evidence of the prime cost of the purchased goods, and sufficient in the first instance, and until rebutted to go as evidence to a jury.

I am of opinion finally, in reference to a part of the 2d question, that if goods be unlawfully and without due warrant by law seized by the Collector, the importer has his action of trespass or trover against him for the violation of property. But if duly seized even after the duties have been paid, and before the packages have been delivered up for fraud, as in the supposed case of false and fraudulent entries and invoices, I do not believe that the importer could recover back the duties paid. His fraud would bar him.

JAMES KENT.

NEW YORK, October 9, 1839.

Bank of Montpelier.

The stockholders of the Montpelier (Vt.) bank have voted to wind up its concerns. The reasons which have led to the adoption of this measure, are thus stated in a report made to the stockholders by a committee of their number.

The original charter was granted by the legislature in 1825. It conferred privileges that were intended to be sufficiently liberal to invite real capitalists to become the owners and managers, without affording a prospect of profits so extravagant as to allure the cupidity of speculators—the opinion of that day being, that a better currency and greater safety to the public were ensured by securing the banking institutions of the country in the hands of men of substantial property, than by any paper guaranties contained in their acts of incorporation. How far this opinion has been justified and the objects of the Legislature attained, in the establishment of the bank of Montpelier, its history will testify. Its stock, as designed, was taken at the commencement, by men of independent means, and has been held by such to the present time, with but comparatively few changes, for the profits it afforded them. These have been moderate, but satisfactory. For the first nine years it amounted, on an average, to about eight per cent. per annum, and for the past five, to a fraction over six, after paying taxes and the contributions to the State Treasury; and the currency the institution has afforded the people, has been equal to specie all over New England. In saying this, it is hardly necessary to add that its management has always been safe and satisfactory. Its operations will terminate on the first of January next, unless continued by the acceptance of the act of re-charter, passed at the last session of the legislature.

This act, your committee find, makes various alterations in the original charter, some of which, in their opinion, would endanger the usefulness and safety of the institution; and others, by the additional burthens they impose, must reduce very materially the profits of the stockholders. Of the first class named, is the section requiring the President and Cashier to publish in some public newspaper, semi-annually, a statement made by them under oath, specifying the average amount of specie the bank has in possession each month,

during the six months preceding. This would enable every evil disposed person to measure with precision the amount of bills of the institution that would be necessary for him to possess in order to sponge or disgrace it. Besides, such a publication would produce unnecessary suspicions and alarm in the minds of those who are unacquainted with banking operations, without effecting any possible good. To a country bank which redeems its bills at the principal mart of trade of the section in which it is located, as well as at its own counter, and thus gives a general currency to its bills, but a small amount of specie is required to be kept in its own vaults, for the prompt redemption of its paper, in proportion to the amount of available funds required elsewhere. This will be apparent from the following statement:

The bank of Montpelier, during the year ending the 1st of September, instant, redeemed at its agency in Boston (the Globe Bank) four hundred and twenty-five thousand and seventy-one dollars of its own bills; while the amount presented for redemption at its own counter, in the same time, did not probably exceed two thousand:—Thus showing, that it is necessary, for a bank thus conducted, to keep exceeding two hundred fold more of its ready funds elsewhere than in its own vaults.

Of the additional burthens which the act of re-charter imposes, your committee would name the increase of the contribution to the State's Treasury required, being raised from six per cent. to ten of all the gains of the institution; and also the requirement subjecting the bank to the operation of the safety fund law, by which it is compelled to contribute largely to the payment of the bills of other banks becoming insolvent. If, as appears from the statement made in the former part of this report, the stockholders have been unable for several years past, to realize but a fraction over six per cent. upon their stock in the original charter, which was free from the exactions here named, it is most evident, that incumbered with these additional burthens, there would be no probability that the institution could, with safe management, divide profits equal to what the law allows for interest on money otherwise invested. Consequently there is no inducement for the stockholders to prolong the existence of the corporation under the conditions imposed.

For the reasons above stated, your committee recommend to the meeting of stockholders, that they do not accept the Act passed at the last session of the legislature, re-chartering this bank.

And there is another reason, and one your committee will not forbear to mention, which of itself would influence them to make the same recommendation, even were the act of re-charter ever so liberal in its provisions.

It is notorious that for several years past the subject of banks has been made, by demagogues, a topic for political agitation. And in their attempts to excite the popular prejudice against them, they have not ceased to apply every opprobrious epithet the language affords, as well to the managers and stockholders, as to the institutions themselves. This might all have been endured with patience, had the whole body of respectable citizens who know the injustice and falsehood of their abuse, rebuked the calumniators, and thus left their influence to operate on the public mind unaided.—But it is to be lamented that such has not been the fact.—Many who have influence in society for their moral worth, and some even who have an interest and an official connexion with banking institutions, either on account of their party attachments, or their hopes of political advancement, or some more unworthy motive, have given countenance to these detractions when uttered in their presence and hearing, either by significant approbation, or silent acquiescence.—And, by the support thus given to the calumniators, the public mind has gradually become embued with the poison of their aspersions, until it has become disreputable to have any connexion with a bank, either as a manager or stockholder, however useful the institution or honourably conducted.

Such being the case, your committee believe that the stockholders and officers of the bank of Montpelier, owe no such duty to the community as requires them to prejudice the influence their individual merits entitle them to in society, by

continuing a relation which imposes a penalty so much to be dreaded as disgrace without crime or immorality. They therefore further recommend that the business of the bank be brought to as speedily a close as can be done with a due regard to all concerned. And as this may not be possible within the period limited in the act of incorporation, they also recommend that the honourable legislature be petitioned for an extension of the charter for the period of one year, for the purpose of closing up the concerns of the institution.

All of which is respectfully submitted by your committee.

PARLEY DAVIS, Chairman.

The Disputed Territory.

Governor Fairfield, of Maine, has addressed a letter to the Land Agent of that state, Rufus McIntyre, Esq. apprising him that very extensive preparations are being made by a set of lawless men in the province of New Brunswick for the cutting of timber the approaching season, on what is called the disputed territory, and requesting him to give notice to said persons, and to all others, that no exertions of the Executive of Maine will be remitted to break up this atrocious system of plundering, and to bring those engaged in it and their abettors to condign punishment. He thinks a lenient course has been pursued long enough. His Excellency adds:—

Information has also been received that a large number of "permits," as they are called, have been sold and issued by the Land Agent of Massachusetts to the citizens of New Brunswick and others to cut timber on lands claimed by that Commonwealth lying within the disputed territory and bordering on both sides of the Aroostook river, notwithstanding the earnest but respectful remonstrances of the Executive of this state. And it is represented by those in the immediate command on the Aroostook, that it will be impossible for them to execute the several resolves of the last Legislature providing for the prevention of trespassers, if Massachusetts persists in granting these permits, thereby opening a door for the admission into the territory of foreigners, without limit, to surround and render ineffectual the efforts of the small force which this state is compelled to keep there to save our noble forests from entire destruction; and inasmuch as many of these permits it is said will probably be obtained as a mere legal pretence and cover for the most extensive depredations, I trust that under these circumstances the utmost rightful power will be exerted on your part, to prevent any lumbering operations upon the disputed territory, for the present, under any pretence or authority whatever. Should the authority prove insufficient, the power of the state in its legislative capacity, may soon be brought to bear upon the subject by a legitimate exercise of the sovereignty of the state over its public streams.

You had better, therefore, forewarn those who have obtained these permits that even if they should be successful in their operations of cutting, it is not improbable that the timber would be rendered entirely unavailable to them from the course which the state would find it necessary to take for the maintenance of its rights and the preservation of its interests. It is sincerely to be hoped therefore, that if none of the high considerations which the case presents to the authorities of Massachusetts are sufficient to prevent the issuing of those permits, no citizen of Maine, at least will attempt to exercise any supposed rights under them, when it would manifestly prove so pernicious to the best interests of the state, and especially at so important a crisis as the present may fairly be considered in regard to the great question of boundary.

Very respectfully,

Your obedient servant,

(Signed) JOHN FAIRFIELD, Governor.

Agreeably to the Governor's suggestion, public notice has been given by Mr. McIntyre, cautioning all persons against cutting timber on the disputed territory, whether with or without permits from the Land Agents of Massachusetts.

If the facts be as here represented, the old Bay state, which is accustomed to sacrifice every thing for the public good when occasion requires, must look after her Land Agent, and see that he "does the Commonwealth no harm."

From the Backwoodsman.

POPULATION OF ILLINOIS.—At the commencement of the present century, Illinois contained about three thousand inhabitants. With the exception of the small settlement called "New Design," the inhabitants were nearly all of French origin, and confined to a few villages. In 1810 the population had increased to 12,284, and in 1830 to 157,455.

The votes cast for governor in 1830 were 21,783, and in 1838 the number exceeded 60,000. If the number of voters last year bears the same ratio to the whole population that it did in 1830, then in 1838 Illinois contained little short of 400,000 inhabitants. In all probability the next census will exhibit a population of at least half a million.

In 1830 Massachusetts contained 81 inhabitants to the square mile. No one has ever estimated the area of this state at less than 55,000 square miles. When Illinois has become as populous as Massachusetts was ten years ago, we shall have nearly four and a half millions of inhabitants.

It would be difficult to give any valid reason why our state cannot contain as dense a population as any in the Union. We have hardly an acre of land that cannot be cultivated, while most of the other states contain large tracts that are either mountainous, or too barren for cultivation. The increase of our state in population and wealth is great beyond example, and the time is not far distant when our railroads, extensive as they are now considered, will not equal the demands of trade.

A broad and liberal policy is required of our state government. To construct public works upon a small, narrow and insignificant scale, in a state whose population and wealth nearly double in five years, would be truly pitiful. Who that has witnessed the rapid improvement of Illinois, during the last fifteen years, can believe that the resources of the state will not be amply sufficient to meet all demands upon our treasury for the construction of our railroads, as fast as they may become due? It is not upon the present means of the state that calculations of our resources at a future period should be based. A tide of emigration is daily pouring into the state, and that too of the wealthier classes. Besides this our farmers are growing rich with a rapidity almost beyond example, and the state is increasing in wealth much faster than she is in population. In twenty years Illinois will be better able to pay millions than she is now to pay thousands, and all will then acknowledge the good policy of internal improvements upon a large scale. It is objected that our railroads are "made for posterity." There is at least no fear that "posterity" will not be able and willing to pay for their construction.

We made a visit a few days since, to the extensive fisheries now nearly complete, belonging to Dr. E. Burrows of this city. They are situated immediately under, and near the Wetumpka bridge, and consist of a number of traps so placed among the rocks in the shutes and rapids of the river, as to be capable of taking fish at every stage of water from the lowest to the very highest, except in extraordinary floods, which unusually last only a few days. These traps, the Doctor informed us, had been constructed at an expense of between two and three thousand dollars; and judging from appearances, it cannot but prove a profitable investment.—We could not but admire the many ingenious devices adopted to render the traps firm and secure in their various situations. They are well worth a visit of the curious, and at this unusually low stage of water are seen to great advantage. Our citizens are under many obligations to the Doctor for arranging so as to provide them with the luxuries of the river at every season of the year; and we hope his ingenuity and enterprise will meet with a merited reward.

Wetumpka Ala. Courier.

Obituary Notice.—CALVIN PEASE, Esq. died at his home in Trumbull county, on the 17th September 1839, aged 63. Mr. Pease was an early pioneer in the settlement of the Western Reserve, and was appointed a President Judge upon the first organization of the state government. Subsequently he sat many years on the bench of the Supreme Court. He has also been a member of the legislature, at different periods.

From a late London Paper.

Locomotive power applied to Canal transit.

On the 21st and 22d of August an experiment was conducted on the Forth and Clyde canal, of a novel and interesting nature by John Macneil, C. E. and consulting engineer to the canal company. It is well known that the haulage of boats on this canal has hitherto been performed by horses, the rates of speed being for the heavy sloops, brigs, &c. in the London, Dundee and other trades, about one and a half to two miles per hour, when drawn by two or five horses according to the state of the weather, and for the swift or passenger boats, between eight or nine miles per hour, on an average when drawn by two horses. The object of the experiment was to ascertain the possibility of using locomotive steam power to draw the boats instead of horses; accordingly a single line of rails upon blocks, like an ordinary railway, was laid down for a considerable space along the canal banks, near lock 16; and a locomotive engine and tender, built by Mr. William Dodds, having been brought down to the canal and set on the rail, on the morning of the 21st, Mr. Macneil, Mr. Johnston, the canal director, and several engineers and gentlemen, being present, the experiment commenced by attaching to the engine the towing-line, of the first passenger boat that made its appearance, and which contained upwards of 90 passengers, with their luggage.

There was a trifling delay in disengaging the horses and tying the line to the engine, but this was amply compensated when the *Victoria* briskly set off, and almost immediately gained a speed of 17 1-3 miles per hour, which she kept up round two curves, and until the termination of the rails made it necessary to stop, amid the cheers of the delighted passengers. This experiment was repeated during the course of the day, with each passenger boat as it came to the railled space, and with equal success each time. On one occasion a towing-rope, which was decayed, got foul with a curb stone and broke, but without causing the slightest inconvenience, except about one minute's delay. The engine employed being intended only for a slow trade, was not calculated to go at greater speed than 18 miles per hour, but it was the opinion of all present that with proper passenger locomotive a speed might be obtained equal to that upon the best railways, few of the latter possessing the advantage secured by the canal bank of a perfect level throughout.

The nature of the motion was highly gratifying to all the passengers, being more uniform, steady and smooth than when the boats were drawn by horses.

Several of the heavy (masted) vessels were also taken in tow during the two days trial, at the rates of three, and three and a half, four, and five miles an hour; and, on one occasion, two loaded sloops and a large wagon boat were together attached to the engine, and hauled with ease at the rate of two and a half miles an hour, while only one-fourth of the steam was allowed to pass through the throttle valve.

The foregoing statements render palpably apparent the immense advantages which might be gained by this new adaptation of steam power—a great economy in haulage expenses as one engine might draw at least six sloops, which now would require from 18 to 24 horses, and, if necessary, at double the present speed, and a proportional increase of the important traffic on the canal, which might be reasonably expected.

Charleston.—The Charleston Courier of Thursday last says:—We published a statement, yesterday showing that the deaths from stranger's fever, in this city this year, up to the 30th ult. amounted to 125 in a period of 16 weeks, while the deaths from the like cause, during the corresponding part of last year, (although the fever had prevailed but six weeks of that time) amounted to 262, making a difference of 137 in favour of the present year. A comparison of the general mortality, during these periods, presents a result fully as gratifying. The general mortality, last year, from the week ending June 17, to the week ending September 30, was 650. The general mortality, during the corresponding period of the present year, has been but 412, leaving a difference of 237 in favour of the present year.

Allegheny River Convention.

The Olean Times contains the proceedings of the Allegheny river Convention, which met at that place on the 28th of August. It was composed of delegates from the western counties of New York, and two or three counties in Pennsylvania. They passed a series of resolutions, containing the views of the convention in relation to the improvement of the Allegheny river from Olean to Pittsburgh.

We subjoin some of the resolutions passed by the convention, which will interest the citizens in this quarter.

"Resolved, That such is the geographical position of the Allegheny river, extending into the state of New York, and communicating with the Ohio river, opening a water communication from the great commercial emporium, to the vast valley of the Mississippi, and affording a direct and important benefit to more than twenty states and territories of this republic, that it presents stronger claims, upon the favourable action of the general government than any other similar project.

"Resolved, That the improvement of the Allegheny river from Olean, N. Y. to Pittsburgh, Pa. is a work of vast and immeasurable importance, not only to the states of Pennsylvania and New York, but to the whole Union, and as such, ought to command the early and immediate attention of Congress.

"Resolved, That a committee of five be appointed to draft a memorial to Congress upon the subject embraced in the foregoing resolutions, asking an appropriation for that purpose, and that said committee cause the same to be printed and circulated for signers.

"Resolved, That a committee of three be appointed to draft a petition to the legislature of the state of Pennsylvania, praying that honourable body at its next session to pass a resolution requesting their Senators and Representatives in Congress to exert themselves in favour of the passage of an act by Congress, authorizing an appropriation for the same purpose.

"On motion, the following persons were appointed by the chair a committee to draft a memorial to Congress, viz:—S. O. Almy, D. C. Bryan, F. S. Martin, J. T. Lyman and David Day.

"On motion, the chair appointed the following a committee to draft a petition to the Legislature of the state of Pennsylvania, Thomas Strothers, Obed Edson and John King."

Great Drought.—The present is probably the severest drought ever experienced in the southern country. It extends through the whole South. As an evidence of its effects in this state, we were yesterday shown a letter from Stokes county, (which our readers know is in the grain growing region) ordering a barrel of flour to be sent there from this town, as it was impossible to get grinding done at the mills in that county. An individual in Moore county has been mentioned to us, who had to send 30 miles to have corn ground. We are informed by a gentleman who had long paid attention to our river, that he has never known it so low.—And yet our enterprising boat owners manage to get goods up somehow or other.

The crop of cotton must be materially shortened by this drought. Fortunately, the grain was generally beyond the reach of injury.—*Fayetteville (N. C.) Observer.*

Frost.—The fine seasonable rains of our autumnal equinox, have been succeeded by destructive frosts, September 28, 29, 30. The morning of each day presented a sharp white frost. Whatever remained in the gardens around Cincinnati, exposed to the action of the frost has perished. Beans, cucumbers, tomatoes, potato-vines, corn—all vegetables that can be frost-bitten, have met their doom. The loss is a heavy one to many of our gardeners, and our tables must soon be made sensible of it.—*Cin. Gaz.*

Proscription of Mourning Apparel.—A meeting has been held by the citizens of Cazenovia, N. Y., when it was resolved that the wearing of mourning clothes for the dead was useless, and proceeded more from ostentation than sincere regret. The meeting, therefore, determined to use their influence to abolish the fashion from society.

Launch-Sloop of War. "Dale."

A new sloop of war called the "Dale," was launched at the Philadelphia Navy Yard on Tuesday the 8th, between one and two o'clock, the whole affair passing off in admirable style. The Dale is to carry sixteen guns, and was both modeled and built by Lenthall, the naval constructor, whose acknowledged skill was never shown to more advantage than in this beautiful little vessel, which sits on the water with the gracefulness of a swan. As an appropriate compliment to the memory of a gallant officer, the new vessel is named after the late Commodore Dale, and was christened yesterday by his son, Commander John Montgomery Dale, who besprinkled her bows with a bottle of wine imported by his father in 1783. Commander Dale wore a sword on the occasion, the history of which we are informed is not a little remarkable. This sword, which is a splendid weapon, having a hilt of pure gold, and a blade beautifully adorned with emblematical devices, was given by Louis 16th of France, to Paul Jones, as a token of esteem and admiration for his conduct in the desperate fight between the Bon Homme Richard and the Serapis in 1781, a conflict unsurpassed in the annals of naval warfare. This honor was the more flattering, as the French Monarch had never bestowed a sword upon any other officer. Commodore Dale was the first Lieutenant of the Richard in the action with the Serapis, and as Paul Jones attributed much of his success to that officer's gallantry and coolness, he finally presented the sword to him, from whom it descended to the gentleman who wore it yesterday. We cannot say how it may strike others, but to us, the compliment to the late Commodore is rendered peculiarly impressive by the circumstances to which we have alluded; and if there be any thing in association, one might be led to expect that the Dale, if called upon to do her country service, would find her officers and men animated by the same spirit which distinguished the first Lieutenant of John Paul Jones, and effected one of the most glorious achievements that ever shed lustre upon the arms of a nation.—*Pennsylvanian*.

GREAT EXPLOSION!!

THREE POWDER MILLS BLOWN UP!!!

One Dwelling House—One Barn, and two out buildings blown to atoms!!—And strange to say, no lives lost!!

On Monday morning last, at about half past ten o'clock, the powder mills belonging to Messrs. Foot & Gilbert, standing about two miles west of this village were blown up. There were three distinct explosions at intervals of twenty or thirty seconds. The first was the Cylinder Mill, which was a short time before put in operation; and the workmen had left but about five minutes previous—and who were at the time working in the Corning Mill about five rods distant—and which blew up within twenty seconds, giving the men barely time to leave the mill, and throw themselves into the brush within twenty feet of it. And strange as it may appear, they escaped slightly injured—one without a mark of injury except from being blacked by the powder; the other received a billet of wood in his breast.

They had scarcely arose from their hiding place, when the packing house, which contained four or five hundred barrels of powder, exploded, prostrating them again—and leaving not a vestige to mark the spot on which it stood. The ground for several feet around was swept clean of every thing. A dwelling house standing near it was unroofed—two sides were blown in, and not even a joist left standing. The plastering of the standing walls were shaken from them. The partitions were broken to pieces, feather beds were 'shook up,' and not a person, of the six or seven in the house, injured.

The concussion was so great that buildings in the village received considerable injury from it. One building at least a mile and a half from the mills had twenty or thirty lights broken out, and another, had one window totally demolished, the casing being carried across the room. About ten thousand pounds of powder ready for sale, and nearly the same quantity manufacturing, was burnt.—*Westfield Spectator*.

Emigration to Trinidad.

The New York Commercial Advertiser of last evening says: To the coloured population of this city, of good character and industrious habits, a fine opportunity is now opened, for voluntary emigration to a land of fertility and beauty, where they will at once find themselves well paid for their labour, and in the full possession of all the civil and political rights of Englishmen. We refer to the Island of Trinidad. An agent from the government of that colony is now in this city, for the purpose of procuring free coloured labourers to repair thither. The climate is healthy, the soil rich, and every industrious man who goes, may anticipate the happiness appertaining to a free citizen, while his wages will enable him soon to become a proprietor of the soil. It will be seen by an advertisement of the Messrs. Buchanan, who are appointed agents for this port, that the Ship Metamora has been chartered for Trinidad, to sail on the 20th instant, and that already one hundred emigrants have been engaged. The passage is free—the expenses being paid by the government of Trinidad.

Coal in Illinois.

We find the following paragraph in the Peoria Register. We saw some weeks since a paragraph in the St. Louis Bulletin, stating that the proprietors of the furnaces in that city had recently discovered that the coal from Peoria answered their purposes as well as that from Pittsburg, while it could be obtained at a greatly less price—we forget how much, but probably for a fourth. We have since seen nothing more on the subject, and are not without our fears that the excellence of our coal has been overrated. We know, however, that it is used for all iron work in the smiths shops here, and as the banks are farther penetrated, presume a quality sufficiently good for the fusion of all metals will be obtained. Should this expectation be realized, a new and most valuable article of commerce will be had, the value of which, in our great valley, must be incalculable.

Edward Harley	}	District Court, Oct. 5, 1839. Before Judges Pettit and Stroud.
vs. Timothy Caldwell and several others, trading, as "The Schuylkill Savings Institution."		

The Plaintiff brought an action to recover \$347, balance of his deposit account with the defendants, and filed a copy of his book, commonly called a "bank book," commencing, "*Edward Harley in account with the Schuylkill Savings Institution*," showing a balance struck in his favour. On the 20th Sept. the plaintiff entered judgment against the defendants for want of an affidavit of defence. The defendants moved to *strike off the judgment* on the ground that the copy filed was not within the meaning of the Act of Assembly, and therefore no affidavit of defence was necessary. After argument,

PETTIT J.—This judgment is correct. We cannot shut our eyes to the usual practice of depositing money in Banks and Savings Institutions. A book is furnished, and an entry of a deposit is made. This entry is a promise to repay the amount on demand; and is as much "*an instrument of writing for the payment of money*" as any other form of written promise. A bank book is viewed by our Courts as high evidence; and public policy requires it to be so regarded. The safety of the depositor depends upon this rule of law; his book is the only evidence he is furnished with, and he cannot conveniently command any other. Rule discharged.

W. L. Hirst for Plaintiff

H. Hopkins for Defendants.

U. S. Gaz.

Of the class that graduated at Cambridge University in 1776, only three are now living, of whom two reside in this town, viz: Rev. Dr. Ripley, and Dr. Isaac Hurd. The latter is now a practising physician here, and the former preached an excellent sermon to his society on Sunday last.—*Concord Freeman's Gaz.*

IMPORTS FROM THE INTERIOR AT NEW ORLEANS,

For ten years, from the 1st October to 30th September, in each year.

ARTICLES.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.	1830.
Apples	6,395	24,908	20,625	25,834	4,871	9,866	11,131	12,218	4,500	8,762
Apple Brandy	....	....	....	44	7	50	....	51	2	169
Bacon assorted	13,634	11,328	7,781	7,271	8,962	5,046	4,228	4,851	5,427	30,688
Bacon boxes	285	174	358	370	779	743	216	370	1,207	312
Bacon Hams	6,118	5,275	6,303	7,315	8,243	7,318	1,921	2,724	2,096	322
Bacon Hams	160	145	265	305	1,257	758	15	65	305	176
Bacon in bulk	1,501,900	984,490	1,493,287	851,268	1,519,329	615,324	665,218	907,380	1,282,354	809,017
Bagging, Kentucky	49,539	42,331	34,763	55,067	47,972	23,324	29,391	23,950	25,936	12,306
Bale Rope	63,107	52,897	28,166	32,803	31,554	23,263	20,718	22,973	43,560	20,288
Beans	417	3,973	6,501	1,922	339	1,125	13,918	2,833	1,648	2,989
Butter	5	51	1	49	38	....	1	13	5	1
Butter	8,475	11,279	8,055	5,663	6,190	8,072	8,919	5,014	4,219	5,846
Butter	431	279	197	333	66	80	160	165	446	83
Butter	144	121	212	255	196	478	384	2	332	811
Butter	21	1	4	51	20	5	185	374	183	73
Butter	4,250	7,900	563	22,190	50,935	28,750	50	....	500	441
Butter	10,754	6,131	9,870	9,631	10,061	5,455	5,350	4,550	10,696	7,566
Butter	72	36	17	56	18	180	204	3	80	22
Butter, dried	38,090	44,050	130,642	115,223	30,052	59,160	83,910	172,410	40,600	200
Butter, dried	3,562	3,029	5,053	3,180	2,674	1,835	1,937	1,992	2,554	3,061
Butter, dried	477,949	561,225	442,257	358,931	345,970	307,421	292,748	198,620	242,427	174,194
Butter, dried	12,062	22,900	7,655	16,472	17,456	5,063	11,974	17,663	367	6,093
Butter, dried	71,457	13,892	11,643	11,166	10,826	9,223	11,974	7,354	10,338	9,302
Butter, dried	7,003	124,495	132,124	96,142	148,132	135,542	93,303	114,934	171,616	168,806
Butter, dried	16,768	11,969	7,101	5,738	3,134	1,616	2,862	1,187	1,769	1,525
Butter, dried	1,080	5,437	1,063	6,892	2,764	5,321	6,278	9,459	2,024	3,521
Butter, dried	2,942	3,300	2,645	3,564	3,084	917	155	540	335	193
Butter, dried	3,204	3,004	3,004	8,782	1,532	1,665	2,963	1,996	2,313	2,443
Butter, dried	161,588	269,354	194,301	255,462	227,845	98,554	91,593	71,047	42,194	42,397
Butter, dried	353,104	169,295	361,975	293,862	172,613	62,900	66,693	7,112	290,754	21,190
Butter, dried	315	432	283	247	217	117	145	329	120	179
Butter, dried	34	800	23	216	46	511	1,819	127	103	622
Butter, dried	188	1,621	737	1,790	26	1,199	898	789	239	635
Butter, dried	94,362	99,220	61,116	86,328	45,756	65,000	24,120	50,000	....	40,800
Butter, dried	34	37	239	443	21	319	29	47	50	136
Butter, dried	....	35	792	1,176	60	1,080	1,190	250	66	231

TABLE CONTINUED.

ARTICLES.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.	1830.
Shingles	66,000	140,000	88,000	580,000	368,600	55,000	702,000	251,000	990,000	933,000
Staves	1,700,000	600,000	1,000,000	1,020,000	1,000,000	2,000,000	850,000	700,000	990,000	933,000
Segars	2	35	40	105	37	50	27	2	....	....
Moss, Spanish	1,368	1,629	3,921	5,887	1,270	580	1,110	720	....	....
Tallow	798	110	108	335	440	712	1,936	1,587	631	779
Tobacco, Leaf	28,310	37,706	28,196	49,534	35,787	24,963	21,361	30,115	52,708	33,781
Tobacco, Chewing	1,769	3,974	1,504	1,065	1,393	2,393	2,841	11,468	1,875	1,668
Tobacco	....	386	....	1,065	946	145	1,800	1,447	1,028	631
Tobacco	1,386	144	1,473	1,559	3,204	1238	2,822	2,272	....	....
Twine	988	591	298	271	513	258	238	126	202	264
Twine	16	....	26	45	78	66	42	11	21	67
Venison Hams	1,910	1,470	550	4,272	4,906	9,222	6,229	970	4,698	4,135
Vinegar	1,674	435	123	58	136	159	958	64	124	63
Whiskey	29,949	50,011	43,632	33,193	36,440	32,437	33,931	37,012	30,579	24,391
Window Glass	2,819	2,859	2,059	2,864	7,898	3,496	3,170	1,195	2,115	4,741
Wheat	17,956	2,027	6,422	1,090	10,038	....	....	....	....	....

[New Orleans Price Current.]

NOTICE TO MARINERS.

Shoal in the China Sea.—April 21st, at 2 P. M. standing to the southeastward with a light N. E. breeze, and the water very smooth, observed a strong rippling on the weather quarter and astern. Captain Hopkins, on looking over the side, saw coral rocks under the ship's bottom. Immediately stretched the lead line along, but by this time the ship had gone over the shoal part. Got soundings in 33 fathoms coral bottom, and lost the lead with 30 fathoms line. The centre of Pulo Sapata N. W. by W. by compass, distant 6 miles; the great Catwick just open with the S. W. end of Pulo Sapata. Sent a boat to examine it, and found it to extend N. and S. about two, and E. and W. about one ship's length. The soundings on it were, 17, 16, 13, 11, 9, and least water 6 fathoms. It is Captain Hopkin's opinion that this must be the same shoal that was seen by the Swedish ship *Gotenburg*, and by the American ship *Caledonia*, in November, 1802.—*Canton Press*, May 25.

Commerce and Revenue of Boston, for the financial years of 1838 and 1839:

The number of foreign arrivals from January 1st to Sept. 30th 1838, was 975. The number of foreign arrivals from January 1st to Sept. 30th, 1839, was 1174. Increase of foreign arrivals, 199. The number of foreign clearances from January 1st to Sept. 30th, 1838, 1055. Increase of foreign clearances 216.

Revenue.

Fourth quarter 1837,	\$379,967 70
First quarter 1838,	480,300 29
Second quarter do.	465,765 84
Third quarter do.	949,466 09

Fourth quarter 1838,	\$2,275,500 22
First quarter 1839,	\$852,863 88
Second quarter do,	562,915 27
Third quarter, 1839, estimated at	875,130 69
	1,292,604 00

\$3,383,515 84

Increase of the Revenue during the financial year 1839, \$1,108,015,62.—*Boston Post*.

We find in the *New York Evening Post*, the following statement of the comparative importations for the second quarters of 1839 and 1838.

The duties accruing on importations which have been made at the port of New York, for the second quarter of the present year, are nearly twice the amount of the duties for the same period last year. We have obtained the following statement at the custom house:

Amount of duties paid in the district of New York during the second quarter of the present year,	\$3,688,885 44
Second quarter, 1837,	2,184,090 30

Increase, \$1,504,795 14

Imports for the same district, second quarter of the present year,	22,738,189 00
Exports, same period,	10,321,859 00

Imports over exports, 12,426,324 00

N. Y. Evening Post.

A Relic.—The *New York Gazette* says, the crew of the British brig *Haidee*, on tripping their anchor yesterday morning, found attached to one of its flukes "the best bower" of some large man of war. It is evidently of Dutch manufacture, is covered with a thick coat of sand and pebbles, and must have sunk in the channel, whence it was brought to light, between Governor's Island and Whitehall, since the time when we were "under the king."

Monthly arrivals of Ships, Brigs, Schooners, Sloops and Steamboats, for five years, from 1st October to 30th September.

MONTHS.	1838-39.					1837-38.					1836-37.					1835-36.					1834-35.														
	Ships.	Brigs.	Sch'rs.	Sloops.	Total.	Ships.	Brigs.	Sch'rs.	Sloops.	Total.	Ships.	Brigs.	Sch'rs.	Sloops.	Total.	Ships.	Brigs.	Sch'rs.	Sloops.	Total.	Ships.	Brigs.	Sch'rs.	Sloops.	Total.										
October,	51	23	51	2	107	50					27	19	15	1	62	74					117	46	38	25	2	111	94			43	58	41	1	123	74
November,	96	45	56	0	197	117					89	35	33	0	157	103					168	66	40	37	0	143	113			73	47	37	1	153	101
December,	86	47	63	5	201	163					75	45	48	0	168	204					201	59	69	66	1	195	144			79	63	55	1	198	141
January,	83	59	103	0	247	161					53	54	64	2	173	198					146	32	52	70	1	185	156			40	55	57	1	153	135
February,	78	44	84	2	208	179					42	41	59	1	143	165					138	57	40	63	1	161	120			41	40	65	0	146	115
March,	75	56	98	2	231	195					52	58	75	3	188	186					146	39	42	64	2	147	160			70	65	82	0	217	119
April,	68	37	79	6	190	186					60	37	72	4	173	150					155	52	55	60	1	169	144			34	65	82	2	183	104
May,	57	39	62	2	160	187					63	50	55	0	168	144					180	66	41	51	1	149	127			56	35	63	0	144	108
June,	14	15	41	2	72	144					17	65	73	4	199	156					111	18	34	28	2	82	114			15	25	49	2	91	105
July,	25	19	47	3	94	76					18	27	29	0	74	79					92	18	18	25	1	62	68			16	20	30	1	66	53
August,	17	10	34	3	64	53					21	20	23	0	64	35					60	20	23	29	1	73	56			17	22	24	1	64	48
September,	18	17	18	1	54	62					25	13	18	0	56	57					64	35	19	19	0	73	76			24	15	18	1	58	69
Total,	670	411	716	28	1825	1573					582	464	564	15	1625	1551					1549	498	472	637	13	1520	1372			507	490	593	11	1601	1172

New Orleans Price Current.

ENFORCEMENT OF THE LAWS.

We subjoin a copy of the circular which was on Thursday sent to the Cashiers of those Banks which have paid out notes under five dollars, either of domestic manufacture or those of other states.

SIR,—We have been informed, that since the present suspension of specie payments, the bank of which you are an officer, has either issued, paid out, or transferred bank notes, bills, or tickets purporting to be bank notes, of a less denomination than five dollars. This proceeding is not only a violation of the Act of Assembly passed the 12th day of April, one thousand eight hundred and twenty eight, entitled "an Act concerning small notes for the payment of money," but is performed in total disregard of the letter addressed by his Excellency David R. Porter, to Ovid Johnson, Esq. Attorney General of the Commonwealth, dated the tenth day of October instant, and the Circular of the same date, issued by the Attorney General to his deputies. We have been expressly instructed, to institute the proceedings prescribed in the Act of Assembly above mentioned, against all persons and bodies corporate who shall violate any of its provisions: and in performance of the duty thus enjoined, we will institute the proper proceedings against your bank and all other banks offending against the provisions of the aforesaid law, if such violations shall hereafter be repeated. We beg leave to request you to favour us immediately with an answer on this subject, and if the information we have received in reference to your bank is well founded, whether you design to persist in the same course in future, or to abandon it. In the spirit of the letter of his Excellency the Governor, and of the circular of the Attorney General, above referred to, we have been admonished to pursue a deliberate but firm and unflinching course in relation to the violations of the Act of Assembly adverted to, and we will accordingly prosecute all offenders whose names may come to our knowledge with the most unyielding determination, to maintain inviolate the provisions of this wise and salutary law.

Very respectfully,

GEORGE W. BARTON,
No. 21 Prune street.
C. WALLACE BROOKE,
No. 99 Walnut street.

For the Attorney General.

Philadelphia, October 17, 1839.

To the preceding Circular the following replies have been received by Messrs. Barton and Brooke.

GIRARD BANK,
Philadelphia, Oct. 17, 1839. }

To Messrs. Geo. W. Barton and C. Wallace Brooke, Deputies of the Attorney General:

Gentlemen,—Your communication of this morning, in reference "to the issuing, paying or transferring of bank notes of a less denomination than five dollars," came duly to hand, and in consequence thereof I gave immediate instruction to the Tellers of this bank that no payment of claims upon us should be made or tendered by them in any paper medium whatever below the above denomination. Those instructions will be faithfully executed.

In yielding this ready obedience to the requisitions of the law, the Directors of the Girard Bank do but perform their duty as good citizens, feeling that neither the interest of the institution nor the convenience of the public could form any justifiable pretext for contemning for a moment either the law or its ministers.

Uniting most cordially with them in these sentiments, remain, very respectfully, your obedient servant.

WM. D. LEWIS, Cashier.

COMMERCIAL BANK OF PENNSYLVANIA, }
Philadelphia, October 18, 1839. }

Gentlemen,—I am in receipt of yours of the 17th. I beg leave to inform you that this Bank has paid no notes of a less denomination than five dollars (which notes we have continued to pay in coin) since the issuing of the Governor's

Proclamation. If it was done before, it must have been to a very limited extent.

Very respectfully, your obedient servant,
BENJ. P. SMITH, Cashier.
G. W. Barton, C. Wallace Brooke, Esqs.

Farmers' and Mechanics' Bank, }
Philadelphia, Oct. 19, 1839. }

Gentlemen,—In reply to your communication of the 17th, instant, I beg leave to state that in no instance with my knowledge, have any payments been made by this bank in notes or checks of a less denomination than five dollars.

I am with respect,
Your obedient servant.
W. PATTON, Jr., Cashier.

Western Bank of Philadelphia, }
Oct. 19, 1839. }

Gentlemen,—In reply to your Circular of the 17th, I have to state that instructions have been given to the proper officers of this Bank strictly to observe its requisitions, which shall be faithfully carried out.

Very respectfully
Your obedient servant,
M. E. ISHAEI, Cashier.

To George W. Barton and C. Wallace Brooke, Esquires,
Deputies of the Attorney General.

Bank of Penn Township, }
Philadelphia, Oct. 19, 1839. }

Gentlemen,—Your Circular of the 17th instant relative to the issuing, paying or transferring of Bank notes of a less denomination than five dollars, was received last evening, and I hasten to state that directions had been given to the tellers of this institution to make or tender in payment of claims no paper medium of less denomination than five dollars, which order shall be faithfully carried into effect.

It gives me pleasure to state that the Directors of the Bank of Penn Township deem it their duty not knowingly to violate the laws of the Commonwealth, and that they cheerfully submit to the construction put upon the laws by those whose duty it is to see them faithfully executed.

Very respectfully,
Your obedient servant,
JNO. W. FAIRB, Cashier.

To Geo. W. Barton and C. Wallace Brooke, Esquires,
Deputies of the Attorney General.

Schuylkill Bank, }
Philadelphia, Oct. 19, 1839. }

Gentlemen,—I am in receipt this morning of your communication of the 17th instant, in reference to the issuing of notes of a less denomination than five dollars, and have accordingly requested the officers of this bank not to issue, receive on deposit, or in payment of debts, notes of a less denomination than those issued by this Institution, which request will be most rigidly adhered to.

With great respect, yours, &c.
H. J. LEVIE, Cashier.

To Geo. W. Barton and C. Wallace Brooke, Esquires,
Deputies to the Attorney General.

Bank of North America, }
19th October, 1839. }

Gentlemen,—A printed letter, dated October 17, signed by you, and addressed to me as Cashier of the Bank of North America, has been received through the Post Office this morning. The letter states, you "have been informed, that since the present suspension of specie payments, the Bank of which I am an officer has either issued, paid out, or transferred Bank Notes, Bills or Tickets purporting to be Bank Notes of a less denomination than five dollars.

I have the honor to reply, that the Bank of North America

has not, within the period you have specified, "either issued, paid out, or transferred any Bank Note or Notes, Bill or Bills, Ticket or Tickets, purporting to be Bank Notes, of a less denomination than Five Dollars."

Very respectfully yours,
H. HOLLINGSWORTH, Cashier.
To G. W. Barton and C. Wallace Brooke, Esq's.

Moyamensing Bank, }
Philadelphia, Oct. 19, 1839. }

Dear Sir,—Your Circular of the 17th instant, respecting the issue of any note of a denomination less than Five Dollars, is received to-day.

Agreeably to your request, I have to state that no such Notes, Bills, or Tickets of any description, whatever, of a less sum than Five Dollars, have been paid or used in any manner by this Institution since the present suspension of specie payments by the Banks and it is not the intention of this Bank to do so, when it violates the laws of the Commonwealth.

I am, very respectfully,
Your obedient servant,
H. ORRIS, Cashier.

Geo. W. Barton, Esq., Philadelphia.

Southwark Bank, }
Philadelphia, Oct. 19, 1839. }

Sirs—I have just received your Circular of the 17th inst., and hasten to inform you that it is not the intention of this Bank to violate the Acts of Assembly "concerning small notes for the payment of money," but to conform in every particular to the views of his Excellency the Governor, contained in his letter to the Attorney General of the 10th of October, instant.

With much respect,
Your obedient servant,
J. S. SMITH, Jr., Cashier.

To G. W. Barton and C. Wallace Brooke, Esq's.

Public Meeting.

A numerous concourse of citizens assembled in the State House yard, on Saturday afternoon, to adopt some measures to prevent the purchase of small change by the brokers, and to recommend a remedy.

Dr. A. C. DRAPER was called to the chair JOHN D. KIRK and JOHN D. Wood, appointed Vice Presidents and Enoch E. Camp and Joshua S. Fletcher, Secretaries.

The meeting was addressed by Dr. Draper and Mr. Kerrison, each of whom presented resolutions.

A motion was then made that a committee be appointed by the meeting, consisting of Enoch E. Camp, John C. Gill, Joseph Wood, Andrew Miller, James A. Young, John Wiltbank and Joshua S. Fletcher.

The committee retired, and afterwards reported through their chairman, Enoch E. Camp, the following preamble and resolutions:

Whereas, since the suspension of specie payments by the banks of this city, great and serious inconvenience and embarrassment has been experienced by the whole community, and particularly by the small traders and dealers, for the want of small change. And whereas, specie is not in reality of any more than ordinary value, but that there exists a great depreciation in the value of bank notes—a depreciation equal at least, to the amount of the premium paid upon gold and silver. And whereas, there does not appear a more eligible plan to secure to the community a sufficient quantum of specie for the ordinary and regular business of our citizens, and to remove altogether the inducement and necessity for the sale and purchase of specie, than for the citizens of Philadelphia and those trading with them, to refuse all bank notes, but at a discount. Therefore,

Resolved, That it be earnestly recommended by our fellow citizens one and all, to not take any bank notes, from and after Monday the 21st inst. unless at a discount equal to the amount of the depreciation of such note.

Resolved, That the persons composing this meeting do

hereby pledge themselves so far as is in their power, that from and after Monday the 21st inst. they will not receive or pay away any bank notes, except at a discount corresponding with their depreciation.

Previous to any action on them by the meeting, a call was made for their second reading, when the chairman produced the resolutions that had been offered by him at the opening of the meeting and submitted to the committee and rejected, as not in accordance with the views of the meeting, nor not pointing out any remedy in the present emergency, and after reading them he left the chair.

Andrew Miller was then selected to supply his place, and the meeting adopted the preamble and resolutions of the committee, and then adjourned.

ANDREW MILLER, Pres't.

Exchange on New York was sold in this city yesterday, at 15 per cent. Specie was bought by the brokers at 104.
Inquirer.

Demanding Specie.—A sale of real estate, under a mortgage, was made a few days since in this city, by the Sheriff, and purchased by the friends of the mortgagor for his use, and on payment being tendered, the mortgagee refused to receive any thing but gold or silver!—*N. American.*

We understand that the Navy Agent of this city allowed the difference between the value of bank notes and specie, in payments of demands against the United States Government on Friday last.—*Ib.*

Notes payable in this city which had been sent here for collection, with orders to accept payment in specie only, were protested yesterday to a considerable amount.—*Ib.*

From the York, (Pa.) Republican—Extra.

Public Meeting.

The citizens of the borough and county of York assembled in public meeting, in the court-house, in the borough of York, on Wednesday evening the 16th instant, to take into consideration the proper course to be pursued in order to meet the present deranged state of our monetary affairs as regards small change. Gen. MICHAEL DOUDEL was chosen President; JOHN VOGLESONG and ISRAEL GARTNER, Esqrs. Vice Presidents, and George S. Morris, Secretary.

After a full interchange of sentiment, it was, on motion of James Lewis, Esq.

Resolved, That his Excellency, the Governor, be respectfully requested to convene the legislature at an early day.

Resolved, That this meeting respectfully suggest to his Excellency the propriety of recommending to the legislature the creation of a state debt of two millions of dollars, bearing an interest of two per cent. per annum; and that the banks of the commonwealth be permitted to issue notes of the denomination of one, two and three dollars, to the amount of said loan taken by them.

Resolved, That Gen. Jacob Spangler, Jacob B. Wentz and Israel Gartner, Esqrs. be appointed a committee to forward these resolutions to the Governor.

On motion, Resolved, That these proceedings be published in all the papers of the county.

MICHAEL DOUDEL, Pres't.

JOHN VOGLESONG, } V. Pres'ts.
ISRAEL GARTNER, }
George S. Morris, Secretary.

The foregoing proceedings of a meeting lately held in this borough, are calculated to attract public attention; and a few comments explanatory of their design, are subjoined on our own responsibility. The suspension of specie payments has created great embarrassment for want of small change; small notes are now illegal, and silver is rapidly vanishing from circulation. Brokers and holders are "using it up." It is evident that something must be done, and the meeting propose to use the banks as the agents of supplying the people with small notes, but in such a manner that they shall make no profit by the operation. A part of our enormous state

debt becomes due next year; to pay it would be impossible without the most oppressive taxation; to borrow money is equally difficult at present, unless at a ruinous sacrifice. The proposition then of the meeting, in the second resolution, goes to enable the state to raise money to pay this portion of her debt—to save three per cent. per annum, by reducing the interest from five to two per cent. and to supply the people with small notes, for issuing which the banks are to be allowed scarcely enough to pay expenses, and which will, in some sort, save the credit of the state to sustain them. What say the people to the proposition?

☞ The Bank of Northumberland, Pa. has suspended specie payments.

Progress of Suspension.—The York, Chambersburg and Gettysburg banks, at once discontinued the redemption of their notes in specie, on hearing of the adoption of the suspension measure in Philadelphia and Baltimore. The Star and Banner, of Tuesday, however, states that the Gettysburg bank still continued to pay out specie for its five dollar notes.
Balt. Pat.

Three of the Pittsburg banks have suspended, viz: the Branch of the U. S. Bank, the Manufacturers' & Mechanics' and the Exchange. The Bank of Pittsburg at the last advices continued to pay specie.—*N. American.*

The following is the letter returned to the holders of the bills protested by Hottinguer; in answer to their inquiries:

BANK U. STATES, October 1839.

The bills to which you allude in your letter of yesterday, have received due protection for the honour of this bank, arrangements having been made for this purpose by Messrs. Rothschild of Paris.

(Signed)

A. LARDNER,
2d Assistant Cashier.

SMALL NOTES.

An act concerning small notes for the payment of money—passed by the Pennsylvania Legislature, April 12, 1828.

Section 1. Be it enacted, &c. That from and after the first day of January next, it shall not be lawful for any person or persons, or body corporate, with the intention to create or put into circulation, or continue the circulation of a paper circulating medium to issue, circulate, or directly or indirectly cause to be issued or circulated, any note, bill, check, ticket or paper, purporting or evidencing, or intended to purport or evidence, that any sum less than five dollars will be paid to the order of any person, or to any person receiving or holding such note, bill, check or paper, or to the bearer of the same, or that it will be received in payment of any debt or demand, or that the bearer of the same, or any person receiving or holding the same, will be entitled to receive any goods or effects of the value of any sum less than five dollars; and that from and after the first day of January next, it shall not be lawful for any person or persons, or body corporate, to make, issue, or pay away, pass, exchange, or transfer, or cause to be made, issued, paid away, passed, exchanged, or transferred, any bank note, bill, ticket, or paper, purporting to be a bank note, or calculated to be circulated as a bank note, of any less denomination than five dollars.

Sec. 2. That any and every person and persons, and body corporate, offending against any of the provisions of the first sections of this act, shall forfeit and pay for every such offence the sum of five dollars to be recovered by any person suing for the same, as debts of like amount are by law recoverable, one half for his own use, and the other half to be for the use of the overseers, guardians or directors of the poor, of the city, county, district or township within which such offence shall have been committed.

Sec. 3. That no such note, bill, check or paper mentioned in the first section of this act, shall be held or taken to be void and of null effect by reason thereof, but all suits and actions may be brought and sustained on such note, bill, check, ticket or paper and any thing herein contained to the contrary notwithstanding; and in such suits or actions if the

same shall be determined in favour of the plaintiff, judgment shall be rendered on the principal sum due on such note, bill, check, ticket or paper together with interest thereon, at the rate hereinafter provided for, and full costs.

Sec. 4. That any person or persons, or body corporate who shall endorse, or in any way put his or their name upon the same, shall be liable to pay any holder thereof, together with the principal sum expressed therein, interest to be calculated at and after the rate of twenty per cent. per annum, from the time when such note, bill, check or paper, was first issued; and that without any demand on the drawer or acceptor, or any endorser or party to the same.

Sec. 5. That in the trial or hearing of any suit or action, which may be brought on any such note, check, bill, ticket, or paper if the time when the same was first issued shall not be clearly proven, then the same shall be deemed and taken to have been first issued one year before the bringing of such suit or action, and interest shall be calculated thereon at the rate of twenty per cent. accordingly.

Sec. 6 and last, relates to a previous act, establishing a bank in the county of Lebanon, &c.

At a time when so much excitement and confusion in money matters prevail, it is difficult always to ascertain matters of fact. We have collected numerous paragraphs from the papers of different cities, which serve to show the state of feeling, if they do not always attest the truth; which time alone can make manifest.

One or two of the New York papers publish the following letter from the agent of the Baring's.

New York, Oct. 16, 1839.

Franklin Haven, Esq.

President of the Merchants' Bank, Boston.

Dear Sir,—Mr. Winchester called on me this morning in behalf of your bank, to inquire if I would authorize the bank to draw on Messrs. Baring, Brothers & Co., if it should have occasion to do so. In reply, I beg to say that I shall be in Boston soon, and will have the pleasure to see you on the subject, but I conceive no occasion can arise, inasmuch as Mr. Quincy is drawing in Boston on Messrs. Baring, and the banks here also against stocks, for a large amount—and on other houses also; and I think the amount of bills offered will prevent any export of specie of any consequence, and be more than sufficient to meet the demand.

The banks here, generally, are in a position of great strength, and their engagements so reduced, that nothing can touch them without their own consent—and they may not only continue but increase their discounts—and have more specie than is desirable for them to keep, and as I understand the position of the Boston banks, they are equally strong, and with a good understanding between them may give the necessary relief to the community. Boston too, is getting to be a creditor city, and need feel under no apprehension, whatever—nothing can touch her. Be assured that New York will not only continue to pay specie, but there will be a gradual relief to the money market.

Dear Sir, very truly and respectfully yours,

T. W. WARD.

The Boston Banks.—The following resolution was adopted at a meeting of the delegates of the Boston Banks, held on Thursday last:

Resolved, That after an interchange of opinions, and a statement of facts in regard to the present condition of the Boston Banks, we are fully satisfied that we are in a sound condition, and in the possession of an unusual amount of specie; and that without the occurrence of some unanticipated event, have the utmost confidence in being able to maintain specie payments, and at the same time continue, or even moderately increase their present line of discounts.

Boston Banks, Meeting at the Exchange.—On Tuesday evening a meeting of merchants and traders was held at the

Exchange Coffee house, to take into consideration the present financial condition of the community, at which a committee was appointed to confer with the banks of the city. A communication was accordingly made with each bank, who severally responded by letter.

Last evening an adjourned meeting was held at the Exchange Coffee house, Dr. E. H. Robbins in the Chair, and Mr. P. S. Shelton Secretary. Whereupon Mr. Josiah Bradlee, Chairman of the Committee to confer with the Banks, reported by reading their answers.

These letters were all nearly of the same tenor and declared that while they had each done all in their power to relieve the community they would still persevere in discounting to the utmost extent of their ability. The City Bank offered, if others would co-operate, to discount next Thursday at least 2½ per cent. of its capital—say \$25,000; and the Tremont also proposed to discount the whole of its current receipts this week. Mr. Bradlee remarked that, at this rate, the Tremont would probably disburse \$60,000, and he added that on Tuesday last, the Boston Bank discounted about \$40,000. The Globe discounted \$50,000 on Monday last.

These letters having been read and well received, Mr. Degrand rose and offered a series of resolutions; the result of which was, that under existing circumstances it was most expedient for our banks to suspend specie payments for bills of 5 dollars and upwards. He gave his reasons at some length, for the adoption of the resolutions. He was followed by Mr. Amasa Walker on the same side.

On motion of Mr. Thomas B. Curtis, the resolutions were laid on the table, for the purpose of considering a substitute which was then offered by Mr. Bradlee. It was to the effect, that on Thursday, at 10 o'clock, a meeting of the delegates from all the city banks be held, to take into consideration the present crisis, and that it be recommended to them to discount in the course of the present week, 5 per cent of their capital. Mr. Peter Homer made some remarks in favour of this resolution, and it was further sustained by Mr. Nathan Appleton, and opposed by Messrs. Degrand and Walker. The resolution was finally adopted after very little discussion, and the meeting adjourned.—*Boston Centinel.*

The Boston Atlas of Wednesday says:

"We are happy to learn that a large meeting of the most respectable and most substantial merchants of this city was held last night, at which it was resolved, with entire unanimity, to call upon the banks, in the present exigency of affairs, to step forward and furnish the relief which the immediate demands of the community render imperative should be granted. A generous compliance with this invitation by the banks may enable the merchants to go through the crisis with safety. Nothing short of this will meet the stern necessities of the case. Let there be more firmness exhibited by the banks, and we shall avoid insolvency. Otherwise, all classes of debtors who may happen to owe but one fifth of their property, will be driven to a melancholy state of bankruptcy."

The Providence Journal of Thursday contains the following Circular of the Bank Commissioners of Rhode Island:—

CIRCULAR.

To all the Incorporated Banks in Rhode Island.

Many of the banking institutions in the state having suspended specie payments, the Bank Commissioners deem it necessary for them to enjoin upon the banks an observance of the following regulations and recommendations.

The banks are required to forbear from any considerable extension of their liabilities to the public, and from selling or disposing of their specie for any other purpose than the redemption of their own bills at par. They are also required to refrain from the issue of fractional bills, and are advised to pay out freely, the smaller denominations of coin, in such sums as will relieve the community from the inconvenience which the issue of fractional bills is intended to remedy.

The banks are also advised in all their transactions, to hold in view an early resumption of specie payments, and to do nothing which shall peril so desirable an event.

To restrain any immoderate issues of bank paper, and to preserve an uniformity in its value, it is recommended that such an arrangement be entered into by the banks generally, as will provide for the reception, by each bank, of its bills from other banks, weekly or oftener, and for the payment of a suitable rate of interest on the balances which may be found against it.

The banks will immediately report to the Commissioners at Providence, a statement in the same form as last required, of their condition as it was at the close of business hours on Tuesday, the 15th of October instant; and they will forward a similar report of their condition as it may be on Tuesday the 22d of October instant. Thereafter during the suspension or until further notice, they will continue to make their returns monthly, commencing with the first Monday of November next.

Henry Anthony }
George G. King } Bank Commissioners.
William Peckham }

Providence, October 16, 1839.

The New York Star thus speaks of the operation of affairs in that city:—

"Every state of the Union, more or less purchases of New York, and the city has debtors in every state. One case occurred yesterday, and it is only one out of a hundred, which is a practical illustration of the times. A merchant from the interior of Pennsylvania arrived here with \$4,000 in Pennsylvania money; he called on a jobbing house and said, 'you have my note for \$4,000, it will be due in a few days, but I am ready to pay it, provided you are willing to take Pennsylvania money.' 'I cannot take that money,' said the jobber, 'unless you allow the discount of ten per cent.' 'I cannot do that,' said the merchant, 'because this money will pay \$4,000 which I owe in Philadelphia, and if you will not take it at par, I must return to Philadelphia, pay my debt there, make my purchases, and go home.' In this way merchants and jobbers cannot collect their debts nor sell their goods, and the issue of the present state of things will be, that Philadelphia and Baltimore will transact the business which New York heretofore has done, as long as the exchange between the cities is so ruinously high."

The following notice has been issued from the New York American Exchange Bank:—

New York, October 12, 1839.

Payment of notes and acceptances, lodged for collection in this bank, payable out of this city, will be required in specie, unless the depositors shall elect to receive payment in notes current where said paper is payable; and in case of payment, this bank will give to the said depositor, if required, a check for the same, payable at the place of collection, in notes, there current, or in specie as the same may have been paid.

Notice is also given to those who have had paper discounted payable out of the city, that payment of the same will be demanded in specie, unless the discounter select to have the same received in notes current where the same is payable, and allow to this institution the difference of exchange.

JOHN J. FISK, Cashier.

MONEY MATTERS IN NEW YORK AND BOSTON.

Domestic exchange on Philadelphia is quoted in New York at from 12 to 15 per cent below par. The brokers, however, do not purchase very readily. Maryland and other Southern, 9 a 10; Eastern 1½ a 2, with the exception of Providence, which fell to 10 per cent, upon the receipt of the news of the total suspension there. The Norwich banks are taken at the same rates as the others. New York Safety Fund notes remain at 1½ a 2 per cent, and New York State Security at 3 a 5.

The North American Trust company, is redeeming the notes of several banks of the interior, either at par or below discount. The Express says:

The banks so far have not had much demand for bills on England—not as much as was expected. They draw at 109½ but of course draw by necessity, and wish to sell as few bills

as possible. A large amount of bills is required to be sent, but it is supposed that the remittances will be quite short. Importing houses have an abundance of paper, but in the present position of the money market, it is impossible to turn this paper into cash. The banks discount nothing for the importers, nor will they until after the steamer sail, if they will then.—*Inquirer*.

From the New York Express.

The banks here have agreed to draw on London at 109½ for 60 day and 109 for 90 day bills. The State bank, the Merchants' bank, the Bank of Commerce and Bank of America, will all draw. This is the most important move that has yet taken place.

The banks of Providence have positively stopped specie payments.

WEDNESDAY, 3 P. M.

Drafts on Mobile sold yesterday morning at 89; on Wilmington, 92; on Baltimore, 90; and on Philadelphia, 89½.

A New York Loan.—It is stated in the New York papers that a state loan of \$1,500,000, for the enlargement of the Erie canal, has been taken by several of the banks of that city. It is a five per cent. stock, payable any time after 1852. It is added that this stock is to be sent to London for sale, and that arrangements have already been made to that effect.

A New Bank.—We learn that articles of association were filed last week for the Union bank at Buffalo, and that the bank commences operations immediately. We also learn that J. Saltar has been elected President, S. I. Powers, Cashier, and that H. H. Sizer and others compose the association. *Buffalo Journal*.

The Commercial Advertiser of Monday afternoon has the following items.

Treasury Notes.—Sales at the board of \$2000 Treasury Notes at ¼ per cent. premium.

A draft for \$500 upon Philadelphia was sold this morning at 92, and one for \$100, at 91 cts. in the dollar.

Exchange.—We quote bills on England at 10 a 11 per cent. premium.

The packet ship Wellington which sailed this morning has on board \$315,000 in specie.

The Oconee from New Orleans, has brought to this port upward of \$100,000.

Small notes in Baltimore.—In the first branch of the City Council, Baltimore, on Monday, Mr. Keyser, from the majority of committee on ways and means, made a report in favour of issuing small note certificates to the amount of \$400,000, none of which is to be under the denomination of fifty cents. Mr. Seidenstricker, from the minority of the same committee, made an unfavourable report on the same subject. Both reports were read and laid on the table, after which the Branch adjourned.

The first Branch of the City Council has passed a bill authorizing the issue of \$400,000 of Corporation Certificates of the denomination of fifty cents and upwards.—*Baltimore American*.

Exchange Bank of Virginia.—We learn that the Mother Bank in this place will continue to pay specie for its notes, notwithstanding the suspension of its branches in Richmond and Petersburg.—*Norfolk Herald*, Oct. 14.

A meeting was held in Norfolk on Monday, on the subject of providing suitable change, when it was resolved to request the Banks to issue small notes in defiance of the law, on the ground that as they had broken the law for their own convenience in stopping payments at all, they might as well continue to do so for the convenience of the citizens.

The Banks of Winchester, Va., have suspended specie payments.

The St. Louis Commercial Bulletin says:—On the 1st instant the law went into effect which forbids the banks of the State of Ohio to pay out any bank bills under five dollars. We shall see if the circulation of specie will be increased.

Suspension by the Cincinnati Banks.—All the Banks of Cincinnati, except the Commercial, suspended specie payments on the 15th, for thirty days.

The Banks in Charleston have stopped payment.

The Charleston Patriot of Wednesday states that suspension among the Banks of this city is not universal; and that the Bank of Charleston, and the Bank of the State of South Carolina, have not suspended. It adds: "We are given to understand that there is every probability of these two institutions continuing to redeem their bills, unless some unforeseen contingency should force them into a suspension."

SUSPENSION IN CHARLESTON.

City of Charleston, October 14, 1839.

At a meeting of the Committees from the Union Bank, State Bank, Bank of South Carolina, Louisville, Cincinnati and Charleston Railroad Bank, and Planters and Mechanics' Bank, held this day, it was resolved to recommend to their several Boards to suspend Specie Payments forthwith, and that the following address to the Public, be published in the several papers of this city, with the concurrence of the above named Banks.

The several Boards having concurred in the recommendation of their Committees—the Address is as follows:

FELLOW CITIZENS:

An unexampled crisis has arisen—threatening if not timely provided for, to bring upon this community the greatest distress—it therefore becomes the imperative, though painful duty, of those whose interest it is to watch over the monetary concerns and credit of this State, to adopt such measures as are called for by the present emergency.

Your committee feel the deep responsibility which has devolved upon them, and are anxious to justify to the state, and to the world, the course of proceeding which may be adopted on this occasion. They think it proper to observe that the Banks of this city have in good faith, notwithstanding the extraordinary pressure of the times, punctually and cheerfully redeemed their paper, and, at the same time afforded such accommodation to a suffering community as it was in their power to give, and they confidently believe, that but for events altogether beyond their control, would have continued to do so. It is known to our fellow citizens, that the banks of Philadelphia, with the bank of the United States at their head, and the banks of Baltimore have suspended specie payments, which must, from necessity, be followed by those of New York, and our other commercial cities. The effect would be, (if not prevented) to draw for shipment abroad, every dollar from the banks of this city without the power on their part of replenishing their coffers except at the most ruinous sacrifices, involving for want of accommodation to the citizens, every man at all connected with the agricultural or commercial concerns of the country in unparalleled distress.

Your committee state the fact that by the last steamers since the suspension, in the cities before alluded to, large drafts and amounts have come on, and are now waiting to know the result of the proceedings of this meeting. And your committee believe that they will in a few days be followed by many others whose object is reckless speculation, regardless of the multiplied ills which they bring upon the country. With feelings, therefore, of great pain and distress but called for by what they consider an irresistible necessity your committee are satisfied that the measure accompanying this address be adopted by this meeting, as the only step which could have been taken at this extraordinary juncture.

British Colonies.

Turks Island.—Official.

DEPARTMENT OF STATE.

Washington, October 11, 1839.

The following information has been communicated to this department by the acting Consul of the United States at Turks Island.

Extract of an act of the Bahama legislature, passed 21st June 1839—in force for 5 years; 3 Victoria, ch. sec. 1.

Rates of Pilotage.

For every vessel anchored opposite the towns of Grand or Salt Keys:

From 50 to 100 tons,	\$1 50
100 to 150 tons,	2 00
150 to 200 tons,	3 50
200 to 300 tons and upwards,	4 00

For every vessel anchored at the riding place:

From 50 to 100 tons,	2 00
100 to 150 tons,	2 50
150 to 200 tons,	3 00
200 to 300 tons, and upward,	5 00

For every vessel conducted through the reef into the Hawk's nest:

From 50 to 100 tons,	2 50
100 to 150 tons,	5 00
150 to 200 tons,	7 00
200 to 300 tons,	9 00
300 tons and upwards,	13 00

The eighth clause gives to the pilot acting as Harbour Master, in the removal of vessels, "a fee equal to the moiety of the fee for the pilotage of any ship or other vessel."

VIRGINIA.

Tobacco and Flour.

Annual report of tobacco inspections in Virginia, stocks in ware-houses, and on ship-board not cleared, 30th September, 1839, with list of foreign exports from James' river, from 1st October 1838, to 30th September 1839.

Inspections.	No. of hhds.	Stocks on hand.
Richmond,	9,992	2,800
Petersburg,	6,616	112
Lynchburg,	6,936	376
Farmville,	2,381	106
Clarksville,	1,307	2
Danville,	735	
Milton,	480	
Tye river,	210	
Other small inspections,	100	
On ship-board not cleared 30th September, 1839,		1,500

Total,				
	28,757		4,896	
Where ship'd.	Tobacco.	Stems.	Tobacco.	Flour.
			tes.	bbls.
London,	6,199		567	
Liverpool,	50.2		195	13,702
Bristol,	878		96	
Glasgow,	416		120	
Amsterdam,	582	407		
Rotterdam,	654	512		
Cowes, &c.	2,260	597		4,450
Antwerp,	329	57		
Portsmouth,	450			
Bremen,	236	2,317		
Marseilles,	415			
Havre,	700			
Flushing,	203	141		
Leith,	275		50	
Halifax,	40			474
Rio,				20,299
Havana,				250
St. Thomas,				719
Porto Rico,				3,950
Total,	18,729	4,031	1,028	52,845

BAGWELL, SMITH & JONES

RICHMOND, October 7, 1839.

The amount of inspections of tobacco, for the year ending September 30, 1838, were

Inspected tobacco,	hhds.	44,803
Exported tobacco,		21,008
Exported stems,		2,036
Stocks on hand, tobacco,		12,500

EXPORTS OF TOBACCO,

From the port of New Orleans, for the last ten years—commencing 1st October, and ending 30th September.

WHITHER EXPORTED.	HOGSHEADS OF TOBACCO.									
	1838-39.	1837-38.	1836-37.	1835-36.	1834-35.	1833-34.	1832-33.	1831-32.	1830-31.	1829-30.
Liverpool, - - - -	3,937	2,757	2,003	3,059	2,006	1,913	1,189	1,490	2,631	819
London, - - - - -	3,725	3,579	1,609	6,647	2,953	1,348	1,422	346	637	..
Glasgow and Greenock, - -	87	..	..	..	..	..	..	..	..	..
Cowes, Falmouth, &c. - -	871	3,695	5,492	5,786	1,379	4,851	2,264	6,612	2,863	973
Cork, Belfast, &c. - - -	..	..	..	..	..	..	..	..	..	..
Havre, - - - - -	1,455	2,858	2,386	445	333	168	20	506	58	325
Bordeaux, - - - - -	..	504	320	654	10	..	10	70	200	119
Marseilles, - - - - -	100	1,781	699	38	1,107	138	..	..	..	7
Nantz, - - - - -	..	..	312	61	10	..	5	..	..	..
Cette and Rouen, - - -	..	..	..	..	..	..	..	..	..	..
Amsterdam, - - - - -	224	..	1,254	674	32	..	187	889	699	1,029
Rotterdam and Ghent, - -	..	..	..	299	..	..	..	426	289	661
Bremen, - - - - -	1,251	2,035	3,320	1,287	2,457	2,347	2,129	3,265	2,364	3,024
Antwerp, &c., - - - - -	..	..	713	1,011	..	909	492	389	..	6
Hamburg, - - - - -	..	206	674	862	704	635	636	1,431	1,238	95
Gottenburg, - - - - -	939	576	342	1,545	1,069	632	876	757	225	326
Spain and Gibraltar, - -	3,024	1,982	1,282	760	902	745	323	920	1,834	5,597
West Indies, - - - - -	636	791	1,327	826	872	536	82	375	417	1,047
Genoa, Trieste, &c., - -	598	568	..	394	..	174	19	101	..	..
Other foreign ports, - -	315	186	612	274	189	87	..	5	273	..
New York, - - - - -	7,846	10,072	4,207	9,516	11,271	4,665	6,816	7,863	13,099	7,185
Boston, - - - - -	2,816	2,599	3,510	2,894	4,847	2,400	3,037	2,602	3,970	3,219
Providence, R. I., - - -	..	..	..	..	1	..	..	1	..	..
Philadelphia, - - - - -	1,335	1,652	1,346	2,167	3,026	992	1,518	2,968	2,193	2,764
Baltimore, - - - - -	296	664	647	775	513	19	217	418	882	520
Portsmouth, - - - - -	..	..	..	..	..	..	..	..	42	..
Other coastwise ports, -	225	576	670	3,977	685	2,372	2,459	1,540	1,054	292
Total, - - - - -	29,630	37,076	32,725	43,941	34,365	24,931	23,701	32,974	34,968	28,028

RECAPITULATION.

Great Britain, - - - -	8,570	10,031	9,104	15,492	6,338	8,112	4,875	8,448	6,131	1,792
France, - - - - -	1,555	5,143	3,717	1,198	1,460	306	35	576	258	451
North of Europe, - - -	2,539	2,973	6,344	5,942	4,262	4,610	4,320	7,157	4,815	5,161
South of Europe, - - -	4,448	3,366	3,180	1,980	1,962	1,455	424	1,401	2,524	6,644
Coastwise, - - - - -	12,518	15,563	10,380	19,329	20,343	10,448	14,047	15,392	21,240	13,980
Total, - - - - -	29,630	37,076	32,725	43,941	34,365	24,931	23,701	32,974	34,968	28,028

Comparative Arrivals, Exports, and Stocks of Tobacco of New Orleans, for ten years—commencing 1st October.

Years.	Arrivals. Hhds.	Exports. Hhds.	Stocks. Hhds.
1838-39	28,310	29,630	945
1837-38	37,076	37,076	2,501
1836-37	28,196	32,725	1,511
1835-36	49,934	43,941	7,277
1834-35	35,890	34,365	1,284
1833-34	24,963	24,931	216
1832-33	21,361	23,701	717
1831-32	30,015	32,974	3,257
1830-31	32,708	34,968	6,416
1829-30	33,781	28,028	9,492

STATEMENT OF TOBACCO.

Stock on hand 1st October, 1838,	Hhds.	2,801
Arrived since 20th ultimo,	28	
Arrived previously,	28,282	
Total receipts for 12 months ending 30th ult,	28,310	
Add—For accumulated by re-prisal,	324-28,634	
	30,935	

Exported since 20th ult., 237
 Exported previously, 29,393
 Total exports for 12 months, —29,630
 City consumption, broke up, for baling, &c., 360-29,990

Stock on hand 1st October 1839, including all on ship-board not cleared on the 30th ultimo, } Hhds. 945

[New Orleans Price Current.

We have before us a deed conveying in trust one acre of ground in Chiohester, Chester county, for the purposes of a free burying ground, and granting permission to erect thereupon a church or chapel for any denomination of Christians "excepting Quakers or reputed Quakers." The deed is signed by Walter Martow, and dated 20th January, 1699. It does not appear that the grantor chose to set forth his reasons for excluding "Quakers and reputed Quakers" from the right of worshipping in his free chapel; but we presume that the cause is to be found in the fact that the Friends were very numerous in that part of the country, and that Mr. Martow was anxious to invite and encourage Christians of other denominations.—U. S. Gazette.

From the Boston Transcript.
The Boston Fire Department.

The annual report of the Chief Engineer of the fire department for the year ending September 1st, has been printed, and we gather from it the following facts:

The department is controlled immediately by 12 engineers—of whom Wm. Barnicoat is chief. His assistants are, Charles S. Clark, Henry Fowle, John Green, Jr., Peter C. Jones, Richard R. Newell, Jas. G. Sanderson, Henry Smith, John Shelton, Theodore Washburn, Thos. B. Warren, Thos. A. Williams, F. A. Colburn is clerk.

There are 598 members, of whom none are under 21 years of age, (as the law directs) and only twenty over 40. Of these, one only is 50, and but two or three exceed 45. The apparatus is as follows.

Engines,	-	-	-	14
Feet of Leading Hose,	-	-	-	8955
" Suction Hose,	-	-	-	367½
No. of Hose Carriages,	-	-	-	18
" Buckets,	-	-	-	124
" Axes,	-	-	-	36
" Hook and Ladder Carriage,	-	-	-	1
" Hooks,	-	-	-	6
" Ladders,	-	-	-	16
" Crotch Poles,	-	-	-	5
" Reservoirs,	-	-	-	51
" Fire Plugs,	-	-	-	33
" Wells,	-	-	-	13
" Engines not in use,	-	-	-	7
" Feet Leading Hose, do.	-	-	-	1050
" " Suction Hose, "	-	-	-	108
" Bucket Carriages, "	-	-	-	3
" Buckets,	-	-	-	112
" Hook and Ladder Carriage not in use,	-	-	-	1
" Hooks not in use,	-	-	-	4
" Ladders, do.	-	-	-	15

The department called out the past year, - - - - 96
 Loss of property, - - - - \$140,004

Insurance, - - - - 61,791

The articles not in use, are kept constantly in good condition for use, at a moment's notice whenever wanted.

Effects of Purchasing Lottery Tickets.—The injurious effects resulting from the purchase of lottery tickets, were strikingly illustrated by some facts recently brought to light in the case of a dealer in Dry Goods in Boston, by the name of Thompson, who had failed. His creditors wishing to know what had become of his property, he frankly confessed that he had squandered it for lottery tickets. It seems that he had purchased of one Raymond, the keeper of a lottery office in Boylston market, during the past year, one thousand tickets, for which he had paid him \$4,000. His luck had been bad, having drawn only a few small prizes, and he was obliged to sell his goods at less than cost, in order to continue his purchases of tickets. A complaint was entered against Raymond, for selling the tickets, and he was ordered to recognize in the sum of \$10,000.—*Hartford Courier.*

[From the Washington Globe.]—Official.

RUSSIA.—QUARANTINE.

The Envoy of the Emperor of Russia, has communicated to the Department of State, the following:

Notice to Vessels trading to the Russian Ports on the Baltic.—The Imperial government having received the most satisfactory information with regard to the means employed for the purification of vessels and goods in the English quarantine establishments at Stangate Creek, Milford Haven, and Mother Bank, near Portsmouth, has determined that henceforward all vessels with their cargoes of suspected goods, which may have been purified in either of those three establishments, should be admitted into the Russian ports on the Baltic, on presenting a certificate, proving that they have been there purified, without undergoing any other quarantine. They will, however continue to obtain an attestation to the same effect from the Danish quarantine establishments.

American Inventive Genius.

The annexed paragraphs, copied from papers by yesterday's mail, give evidence that the inventive genius of our countrymen does not slumber.

A NEW IDEA IN STEAM MACHINERY.—Mr. Benjamin Harris, of this Borough, has conceived a plan, by which sail vessels of every description, may be propelled with the aid of steam, on paddles operating vertically in the bottom of the vessel, above the keel, connected with the machinery above by a perpendicular shaft working in a metal cylinder, so constructed as to exclude the water. The alterations necessary to adapt a ship to his plan, will not, it is said, diminish her strength, or render her less manageable independent of her engine. In the larger class of ships, the boilers, engine, and all the machinery may be stowed away below the water-line, which renders the invention of incalculable value for men-of-war; the principle of motion in the ship being secure from casualty in time of action. The sails, rigging, yards and masts may be shot away, and yet the ship can change her position with the same celerity as if nothing had happened.

Mr. Harris has tested the experiment on a skiff, 14 feet long and 8 wide, which, propelled with the hand, by means of a crank turning a paddle wheel 2½ feet in diameter, makes at the rate of five miles an hour.

The opinion of those who understand such matters is, that it is a decided improvement, and must succeed. Mr. H. we understand, intends to apply for a patent. Vessels navigating coastwise might use this invention to advantage; but its great utility is designed for men-of-war and merchant vessels navigating the high sea.—*Norfolk Herald.*

Effect of the Drought on Cotton.—We have been furnished with four pods of Sea Island Cotton, from a plantation near Charleston, illustrating the effect of the recent unexampled drought on that staple. The lowest pod, or that plucked nearest the bottom of the stalk, is fairly opened and matured. The next in the ascending scale is but partially opened and matured—the next more defective—and the topmost one is thoroughly wilted, and dried, as if exposed to a severe and untimely frost. The field, from which these pods were taken, promised fair, two months ago, for a yield of 150 lbs. to the acre—the estimate now is reduced to 70 or 75 lbs. per acre.—*Charleston Courier.*

A two headed Snake.—The following very extraordinary statement we find in the Leavensworth, Ia. Arena of last Thursday:

A very singular looking Snake was killed on the farm of Mr. James Van Winkle. It was about two feet long, uncommonly large in proportion, with a perfect head on each end of the body. It could crawl both ways, but it did not appear to curl, twist and straighten as much as snakes are accustomed to do, because its double head afforded an extra advantage over all other snakes—if it wishes to go in a different direction, it need not turn round, it only had to crawl with the other head forward. We believe this is the only snake of the kind ever known in America.

Wheat Seeding.—The La Porte (Ind.) Whig states, that five farmers in that county, have put in two thousand seven hundred and fifty acres of Wheat this Fall! On Door Prairie alone, the Whig estimates that 20,000 acres of wheat have been seeded this Fall! The Whig pledges La Porte county against any single one in Indiana, Michigan or Illinois, for raising wheat. Can any one in Ohio beat it?

☞ The UNITED STATES COMMERCIAL AND STATISTICAL REGISTER, is published every Wednesday, at No. 79 Dock street. The price to subscribers is Five Dollars per annum, payable on the 1st of January of each year. No subscription received for less than a year.—Subscribers out of the principal cities to pay in advance.

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EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, OCTOBER 30, 1839. No. 19.

To the General Assembly of the State of Tennessee.

BANK OF TENNESSEE, }
Nashville, October 7, 1839. }

In accordance with the provisions of the charter, I here-with enclose statements exhibiting the present condition of the Bank of Tennessee, and its several branches (marked A) and indulge a hope that on examination it will be found satisfactory.

It cannot be expected that an institution, combining so many interests, while in its infancy, or when first established, will be found perfect or free from objections. I may therefore reasonably suppose that you will discover amendments necessary to secure the favourable results anticipated, nor can I expect that all the acts and doings of the managers of such an institution, would be fully approved of, even by themselves, much less by others, as we have not unfrequently discovered, when too late, our own errors—errors which have always existed, and will continue to exist, in the most perfect human institutions. Nevertheless, duty and inclination prompt me to give you a faithful sketch of the business and operations of the bank, from the commencement to the present time.

Pursuant to the notice published by the Governor, the directors met in this city, on the 8th February, 1838, and after being qualified, I had the honour of being elected President of the institution, and Henry Ewing, Esq. Cashier. Mr. Ewing resigning his seat as director, Dr. John Waters was elected to fill the vacancy.

Two important subjects presented themselves for the consideration of the Board: The location of the branches, and the sale of the state bonds constituting a part of the capital of the bank.

The location of the branches presented more difficulty, and greater responsibility at the moment, perhaps, than any other. There were several branches to locate, and applications presented from thirty-five places, each supported by strong petitions from their own and adjoining counties, and the public mind under high excitement. The law creating the bank presented difficulties which left it almost impossible for the directors to determine upon what principle the legislature intended the locations should be made. On the one hand, it seemed the bank was intended as a relief measure, and especially designed for the accommodation of the citizens at large, its loans to be distributed as equally as practicable, and its branches of course to be located at points most convenient for the purpose. On the other hand, it appeared equally their design, that it should create and sustain a sound currency—aid in the export and sale of the produce of the country—furnish the necessary exchanges, and more particularly encourage and promote education and internal improvements, by making large dividends, which could only be effected by selecting the most commercial points. If governed exclusively by the latter principle, there would have been comparatively but little difficulty in making the locations, and they would, no doubt, have varied materially from the existing selections. To the difficulty alluded to, must be added the variety of opinion, naturally prevailing among twelve individuals selected from different sections of the country, and operated upon by local or other ordinary influences of society. After mature deliberation, with the hope of giving as much satisfaction as possible to the public, consistent with the interest and success of the institutions; and

in order to obtain all the information possible on the subject, the Board deferred making the locations until the 15th May, at which time after a careful examination of all the petitions, representations, statistics, and other information which had been obtained, Rogersville, Athens, Shelbyville, Columbia, Clarksville, Trenton and Somerville were selected, the directors appointed and the branches put into operation with as much despatch as possible. I deem it almost useless to add that the locations of the branches, (when made) were not perfectly satisfactory to the directors or the public; nor was this to be expected under any circumstances. The two-fold object was attempted to be effected or carried out by the directors, (in the selections made) that is, centrality on the one part, and favourable positions for the accumulation of profits on the other. And although, after the experiment, if the selections were now to be made under similar circumstances, I do not know that any material change for the better could be made. Dissatisfaction does and will continue to exist, unless a change is made by increasing the number of branches or agencies, the propriety of which necessarily and properly rests with your honourable body. That portion of the capital of the bank designated as a floating fund is at command, and if deemed expedient, could be appropriated to an additional branch, (without inconvenience to the principal bank) by withdrawing it from the branches that now have the use of it.

In regard to the locations of the branches in Middle Tennessee, I would remark, that the Planters' Bank was required by a former act of the legislature, to locate a branch of that institution in the Mountain district, and we are informed, previous to the location being made by us, that they had determined to do so in some short time, but did not establish it until recently. The delay, I presume, was occasioned by the many difficulties that have, and still continue to exist, in the monetary affairs of the country. I mention this, as one reason for the locations as made in Middle Tennessee.

O. B. Hays, Esq. and myself were appointed by the Board, Commissioners, with instructions, to proceed immediately to the Eastern cities, with authority to dispose of all, or any portion of the state bonds, (authorized to be issued for the purpose of raising part of the capital of the bank, and also three hundred thousand dollars of bonds appropriated by the legislature, for the improvement of rivers, &c.) on the most favourable terms, not inconsistent with the law. We proceeded to the cities of Washington, Philadelphia and New York, and there opened a correspondence with the capitalists, and others engaged in purchasing or negotiating such securities. In consequence, however, of the derangement of the monetary affairs of the country, and the large amount of state and corporation securities then in market, constantly and pressingly urged, we were unable for some time to make any negotiation. The principal and interest of such securities, are most generally made payable in Europe, which are preferred for investment, and command the cash at a less rate of interest. This, we could not avail ourselves of, in consequence of the restrictions contained in the law, confining the payment of both principal and interest, within the limits of the United States. But notwithstanding these objections, we succeeded in effecting a sale of a portion of the bank bonds to the American Life Insurance and Trust company of New York, amounting to one million of dollars, dated 7th May, 1838, at par, bearing interest at the rate of six per cent. per annum, payable semi-annually in the city of New York, for

specie or funds convertible into specie, without loss, and to be delivered as paid for, at the Merchants' Bank, in that city, in instalments of one hundred and fifty thousand dollars each, on the first Monday of June, July, August, September, October, November, and one hundred thousand dollars on the first Monday of December. The interest accruing on the bonds before delivered, to insure to the benefit of the bank. We endeavoured at the same time, to negotiate a sale of the three hundred thousand dollar bonds, issued by the state appropriated to the improvement of rivers, &c. bearing an interest of five per cent. per annum at par, principal and interest payable in the United States, but without success. Perhaps at that time, eighty-five or ninety per cent. might have been obtained. The directors being anxious to afford all possible relief to the country, by increasing the capital of the bank, have kept up a correspondence with those engaged in the purchase and sale of state securities, but have obtained no information calculated to induce a reasonable hope that a sale could be effected, of either the bank or improvement bonds. So great was their anxiety on this subject, and wishing to obtain such information in relation to the five per cent. improvement bonds (which the Governor was then issuing) as might be useful to the bank, and the companies interested—and anticipating a favourable change in the monetary affairs of the country—also having other business requiring an agent in New York—they on the 26th October last, appointed O. B. Hays, Esq. commissioner to visit the Eastern cities, charged with the sale of every description of bonds then in possession of the bank. He remained in the cities of New York and Philadelphia, until the 1st of January, when being perfectly satisfied that no sale could possibly be effected on the terms fixed by law, he returned without making any further negotiations, and so unfavourable have been the advices from the American and European markets, in relation to the sale of such securities, that no further effort has since been made.

The principal bank shortly after it commenced business, finding a disposition existing in some of the branches to erect banking-houses, adopted the following resolution:

"Resolved, That in the opinion of this Board, it is inexpedient to invest at this time, any portion of the capital or profits of the bank in the purchase of ground, or the erection of a banking-house, either for the principal bank, or any of its branches," a copy of which was forwarded to the several branches, with a request that they would adopt a similar course. The reasons operating at this time on this Board were: first, to prevent the expenditure of the profits of the institution so long as they could be more advantageously employed in granting loans to the people. And secondly, being aware of the dissatisfaction existing in the minds of the community, in relation to the location of some of the branches, they were desirous that the legislature, if it should be found that the interest of the state would be promoted by the removal of either, or all of the branches, might accomplish the object without material or unnecessary loss to the state. Some expenditures have, however, been made, and it is perhaps just to remark that in some instances, if not all, the houses occupied by the branches at present, are of wood and not entirely safe. They all use Iron Chests, but being without vaults, the books and other valuables are very unsafe while thus exposed.

The bank has provided for the payment of all the interest due on the bonds issued since the passage of the law creating a bank, as also for those previously issued under the one-third system, except those of the Murfreesboro' Turnpike and La Grange Railroad Companies, who prefer as I am informed, adhering to their original charters, which provide for the payment of the interest, out of the state's portion of the dividend received on the stock in said roads. I will here take the liberty of calling your attention to the provisions made in the charter for the payment of interest on all the state bonds issued under the present as well as previous acts, which provide generally for the payment of the interest out of the profits of the bank, or sinking and contingent fund after the apportionment of one hundred and eighteen thousand dollars to schools and academies; then if there should be an insufficiency to pay the interest out of said profits, or sinking and contingent fund, it shall be the duty of the bank to notify

the Governor, and he shall give notice to the several companies to whom state bonds have been issued, and they shall pay in proportion a sufficient sum to meet the interest then due or becoming due. Agreeably to the opinion of the Attorney General (all bond holders by the law, are alike entitled to an equal portion of the sinking or surplus fund, after appropriating \$118,000 to schools and academies.)—Thus you will discover, if the residue of this fund should be inadequate, at any time, to pay all the interest due on internal improvement bonds, as well as those issued for the bank, that the latter bonds would not be fully provided for, unless the capital of the bank was appropriated in part, which is not authorized by the charter. I presume that the interest on the bank bonds might be properly chargeable to the expense account of the institution, thereby making that an obligation first to be discharged. Some difficulty was experienced in executing that part of our duty requiring an annual payment of \$100,000 for the use of common schools, and \$18,000 to county academies, and had it been thought obligatory on us to set apart these appropriations in January, only six months from the commencement of our operations, the profits then realized would not have been sufficient. But after advising with the Attorney General it was determined that the dividend should be made at the end of the bank year, and, accordingly, on the 5th of July last, the payment was made into the treasury on the warrant of the Comptroller.

In relation to the paper for circulation, the charter provides that the bank may issue notes not less than five dollars, which may be signed by the officers of the Principal Bank, or, if necessary, may be signed by the officers of each branch. For the sake of uniformity and economy, the officers of the principal bank have prepared and signed all the paper issued by the bank and branches. Although it increased their labour, it saved the institution the useless expenditure of about \$20,000, (cost of plates, &c. necessary for the branches) which would have added materially to the already heavy expenditures of the institution at its commencement. Checks, certificates, post notes, and other engravings, have been executed, the cost of which will be found charged to expense account.

Salary expenses of the officers of the principal bank are about the same as allowed by the other banking institutions in Nashville. The Directors of the branches have fixed the salaries of their several officers, and I am informed they vary materially, owing, doubtless, to the unequal estimate of labour in different parts of the state, or personal services performed.

Previous to effecting a sale of the state bonds, exchange had advanced to 15 or 20 per cent. About that time, or soon after the sale had been made, the old banks in this city issued their post notes, payable in Philadelphia at twelve months, for their own paper (without interest,) which was equal to from ten to twelve per cent. exchange. In April of the same year, there was a convention of the presidents of all the banks in the United States, invited to meet in the city of New York, which was generally attended except from our state. On this occasion much solicitude was felt by all classes of society, and more particularly the commercial. New York being the seat of capital, and large negotiations having been made for specie, in anticipation by her citizens, and those materially interested in the immediate resumption of specie payments, who were found to be in the ascendancy, and determined on resuming on the 1st of May, in opposition to the views and opinions of a respectable minority in convention. This convention, in order to secure success to the enterprise, recommended to all the banks in the south and south-west (or all that could not then or did not choose.) to resume on the 1st of January following; and some of the Philadelphia Banks proposed inducements, such as large loans of money to the banks in the south to enable them to resume at that time. This question remaining unsettled, naturally produced much discussion; and, of course, great interest was felt throughout the United States, and much doubt existed in the minds of the best informed, as to the propriety or ability of the southern banks resuming the payment of specie at the time suggested, believing the experiment (to say the least of it,) of doubtful policy, before the receipt of the proceeds of the then growing crop. In this situation we found the currency of the country,

and the public mind unsettled, at the time the bank was prepared to commence business.

The first question that suggested itself for the consideration of the Board was, what character shall be given to the issues of this bank? Shall we issue a paper redeemable on demand in specie? The question here presented was one of vital importance to the community; for if payable on demand, necessarily the amount to be issued must be very small, and that relief anticipated from the establishment of the bank would not be realized; for unless the capital of the bank had been sufficient to have authorized the issue of paper to an extent sufficient to have controlled the entire currency of the state, it would have availed nothing, for still the old banks would have been unable to resume, and their issues have continued to pass and represent value, and answer the general purpose of currency, while that of this bank would have been superior, and when issued, would have returned immediately for specie or its equivalent. And such was the indebtedness of the country at that time, that we would have had our specie hauled off in a short time to pay foreigners, our citizens deprived of the accommodations anticipated, and the bank itself would have failed to realize the profits that were expected, and which are now so essential in carrying out the views of the legislature, relative to education and internal improvements, objects so much to be cherished and fostered by all.

The next point to be considered was, shall the bank issue a circulation payable on demand, and refuse to redeem it until the old banks resume payment? It was deemed impolitic, and indeed disreputable, in a new institution to issue a paper purporting to be payable on demand, without, at least, the intention of complying. The course finally adopted was believed to be the most desirable for the bank, and equally acceptable to the community, viz. the issuing, for circulation, post notes, payable twelve months after date, at the principal bank and branches, with the published pledge of the bank to redeem them in specie, whenever other banks of the state should resume specie payments, whether at maturity or not; with the determination at all times, and under all circumstances, to make them equally available and valuable as a circulation, to any paper in the state. And I am pleased to assure your honourable body that no inconvenience resulted from the experiment.

The Directors also determined to appropriate to each branch its respective portion of one million of dollars, contracted to be received for state bonds sold, being eighty thousand dollars, payable in instalments, as per agreement; and furthermore, authorize them to check for their eastern funds at the usual rate of exchange, and to receive in payment Tennessee bank paper generally. They were induced to adopt this course for the following reasons:

First. By placing the paper of this bank on a par with that of other banks of the state, it obtained considerable advantage of circulation, and the bank was thus enabled to extend the greatest possible relief to the community, which its slender means afforded.

Secondly. The banks and branches could not supply the demand for exchange at even ten per cent. premium, and if the rate had been lessened the demand would have increased in proportion; and, indeed, the entire burthen of furnishing exchange would have been on this bank, as the other banks could give no other description of exchange than that before mentioned, which could not have been cashed at a less rate than from ten to twelve per cent. discount. It might be said that we could have declined the receipt of other bank paper for our checks, and thereby have had more means to protect the character of our paper, and at a less rate of exchange.—This may be true, but our object in receiving it was, that the old banks would necessarily receive, by collections and deposits, large amounts of our paper, which they, no doubt, would have tendered in payment of the state debt, due 1st January, in specie. And this bank, extending her discounts throughout the country, and anticipating no collections, the only practicable plan that suggested itself to counteract the liquidation of that debt with our paper, was to receive their paper, and with it redeem our circulation from them.

And Thirdly. A large portion of the Tennessee fund then held up for investment in exchange, belonged to non-residents,

who had received a rate of premium from our citizens in liquidation of their claims. And the goods sold and for sale by our merchants had also been taxed with exchange, and no deductions would have been made in such cases to the consumer, if the remittances could have been effected even at par. So, in fact, the citizens had paid, or were bound to pay, the exchange so charged, without deduction, whether the bank received it or not.

This bank not being instrumental in producing the necessity for the suspension, or chargeable with any of the results, or profiting by the excessive banking or extension to which the suspension was attributable, it was thought just and right that the state (which was not bound to provide the means of paying or remitting the debt,) should receive by way of exchange, some compensation for the heavy expenses incurred in the sale of its bonds, to which may be attributed the ability of all the banks in the state to resume the payment of specie at the time.

The idea of issuing post notes for ordinary circulation as a permanent policy, was not entertained for a moment, the Board being aware of strong objections existing, and considering themselves justified in temporarily adopting the measure from the particular situation of the monetary affairs of the state at the date of the commencement of the bank.

The subject of the resumption of specie payments by the banks generally, continued to be agitated throughout the United States, many of the banks in the eastern cities having already resumed, and all others having determined, at no distant day, to follow their example. (It was important, and indeed, essential, to them, that the banks, south and south-west, should all unite at the same time.) Such was their anxiety on the subject, that post notes to a large amount were cashed, on the pledge of the banks receiving the money, to resume in January, evidently admitting at the time their inability with their own means to resume. The consequence of this premature movement has, in some instances, resulted in a second suspension, and I might say to all those accepting of such terms, great embarrassment, and an inability to extend accommodations to the citizens on their usual terms, followed and continues to exist.

The directors of this bank, after much discussion and a careful examination of the subject, were satisfied that the credit and character of the state and its securities required that we should commence specie payments at as early a period as that measure could be well sustained by other institutions in the state, and it was their duty to keep its business in a situation to do so at a moment's warning. This determination was adhered to from the commencement. They were also aware of the disastrous results attending a premature move upon this subject, as well on the bank as on all classes of society, having a common interest in the currency of the country. And we, therefore, adopted no measure calculated to procrastinate the resumption, being, as before remarked, at all times, and under all circumstances prepared for it. And if the banks had not resumed on the 1st of January, we had determined to reduce the exchange at that time to the point considered equivalent to a resumption. For more particular information relative to the position assumed on this subject, I would refer you to a copy of my letter, addressed to the presidents of the Union and Planters' Banks, marked B, dated 28th of August, which accompanies this communication.

The policy pursued by this bank was founded upon these conclusions. In the meantime, the rate of exchange was gradually reduced, as the supply increased, and an early resumption seemed probable, so that the foreign demand against the bank might be reduced, and the measure take effect with as much safety and as little excitement as possible.

This bank and branches, in connexion with all the banks in the state, commenced the payment of specie for all their issues on the first Monday of January last.

We have imported specie amounting to twenty-five thousand dollars since the resumption, which added to the original amount, makes \$182,000, exhibiting a loss of metal at the principal bank of \$54,000. Some of the branches without imports have increased the amount, while others have materially reduced, which can only be accounted for perhaps from

their exposed positions, bordering on other states, where the balance of trade is against them.

The instalment of surplus revenue due to the state, from the Union, Planters' and Memphis Banks, on the 1st January last, and which was to be paid to this bank, as part of its capital, became a subject of negotiation with the two former banks from the very commencement of our operations. It was finally agreed, with the consent of the Comptroller, that these banks should pay one hundred and fifty thousand dollars of the debt in silver, and the balance in their post notes, payable in Philadelphia, at sixty, ninety, and one hundred and twenty days, adding interest; at the same time the usual bank balances were settled by exchange of paper, which resulted in the increase of the debt due this institution on that day. This arrangement was considered beneficial to those banks, and to the community connected with them; at the same time, equally convenient and profitable to this, as if paid in specie, and rendering the resumption on their part less embarrassing, all of which has been strictly complied with. And it affords me much pleasure here to remark, that the utmost harmony, from the commencement, has existed and continues to exist between the State Bank and other banking institutions in the state, which I deem essential to the prosperity of all. And to this may be attributed mainly the promptness, ease and satisfaction with which the demands of others have been met.

Such has been the indebtedness of our citizens to foreigners, that it has been impossible to keep in circulation as large an amount of the paper of this bank and branches as its capital and means would seem to justify. The misfortune experienced by the mercantile community in 1837, left a large balance against them due to eastern merchants, on the 1st January, 1838. The failure of the crops of that year, and the application of a large portion of the labour of the state to objects of internal improvement, which has produced nothing to supply the demand for exchange, or to liquidate any portion of the foreign debt, has tended materially to increase that balance. And the suspension of specie payments, by many of the banks south of us has increased this difficulty, as the stock and produce of our citizens sold in southern markets, instead of being returned in specie, or its equivalent, has been received in a depreciated currency. At the same time, the large amount due from our citizens to the old banks, under active curtailment, and the praiseworthy anxiety of our merchants and others to sustain their credit abroad and at home, has occasioned almost every discount to return immediately for redemption, either in specie, foreign exchange, or from other banks. The balance of trade in the state being in favour of Nashville, has caused this operation to be more severe upon the principal bank than the branches, by the continued flow of branch paper to this point, all of which has been redeemed by this bank on the same terms as her own issues, except by the payment of specie for it. This state of affairs rendered it necessary for the board to act with the utmost circumspection, and to keep the business of the bank within limits that were certainly safe. The Board have at all times considered it their duty to discount as liberally as possible, having the double object in view, of relieving the country and securing the corresponding profits of the institution. But they have esteemed the maintenance of the credit and character of the state, its security, and a sound currency, objects of paramount consideration.

The amount of circulation necessary for the convenience of the country depends on its floating or saleable products; and this amount will remain out without returning on the bank so long as it has such a representative. The produce obtained for it will be remitted in payment of the foreign debts, and the currency will be given for the produce. When this is the case, the produce of the country sustains the character of the circulation, and the banks are mere furnishing agents. Where this exists there can be no difficulty; but with us for the last few years, the reverse has existed. The banks furnish the circulation as well as the means of redeeming it to a very considerable extent, while they receive too large a portion of their calls in the renewal of obligations due, instead of the cash or its equivalent.

The capital of this bank has been received, with the excep-

tion of that portion for the bonds and surplus revenue in the general currency of the state, and in some instances other depreciated paper, which rendered it unavailable as capital at the moment, hence at times our line of discounts will not appear so much extended as perhaps it might otherwise have been. And further, of the amount which appears as capital at the principal bank, a portion at present, say from one hundred and fifty to two hundred thousand dollars, is considered as floating, subject to be appropriated at any time when any one of the branches may require it, either for relief or for the purpose of enabling it to extend its line of discounts when approved of.

The policy of this bank has been to permit the branches to be indebted to it, to the extent of the floating capital, not being aware of any more convenient or proper mode of using it safely for the convenience of all. When in this situation, it can be changed with convenience, and more certainly from one branch to another, where it can be more profitably employed, or for the immediate relief of another. Thus answering all the ends contemplated from such a fund by the legislature; and in case of difficulty, we have at all times been prepared to extend relief even beyond the point required by the charter. By reference to the situation of the monetary affairs of the world, too much caution cannot be exercised in the management of banking institutions, for every day brings forth fresh evidences of the tendency in all corporations and banking institutions to extend their business beyond their means.

The Board have been governed in the discount of notes and bills as far as practicable, by the provisions of the 17th section of the law creating the bank. In doing so many difficulties have occurred, and it has not been possible to carry out fully what seemed to be the intention of the legislature in distributing the discounts, for the want of a personal acquaintance with the applicants, or such information as could with certainty be relied on. This difficulty has been removed to some extent by the resignation of one of the directors, who resided out of this bank district, and the appointment of Harvey Hogg, Esq. of Smith county in his stead, through whom many discounts have been granted, much to the advantage of individuals receiving it, and particularly gratifying to the managers of the institution. Discounts have been refused no doubt in many instances where they should have been made, and I fear made in some instances when they should have been refused.

The interest of the bank seemed to require, that a portion of the notes discounted should be of the description known as business paper, or paper predicated on real transactions, which is understood as payable at maturity. The discounted notes first alluded to are generally what is understood as accommodation paper, renewable by the payment of a certain portion which are chiefly confined to the farmers, labourers and mechanics. That designated as real transaction, chiefly to the commercial or trading portion of the community, the discounting of which has tended to increase the apparent inequality between the counties.

The bank on the 28th June published in the city newspapers, as required by law, the amount then intended to be discounted within fifteen days, specifying the sum each county was entitled to agreeably to its population, and on the 3d July last made a similar publication. An opinion prevailed to some extent that the charter required all discounts made by the bank should be re-paid at least annually, and then to be re-loaned on the principle as contained in the 17th section. This was found not only impracticable, but if urged would have proved ruinous to the citizens; indeed such is and has been the situation of the country, that it was impossible. Notwithstanding the general embarrassment in the country, caused by the failure of two successive crops, the payment due and required to be made, has generally been promptly complied with.

The line of discounted notes is not at present so much extended as has been heretofore considered safe. But the reason given in a former part of this report, it is presumed, will satisfactorily account for the course pursued.

For full and particular information on this subject reference

is here made to documents marked C, prepared for the examination of your committee.

The embarrassed situation of many of the commission merchants or factors in New Orleans, and the want of commercial punctuality generally, produced by the operations in 1837, has not yet been recovered from; and has rendered the investment in bills of exchange more hazardous than usual and particularly so during the past year, in consequence of the failure of the agricultural department to produce the usual abundance of valuable staples, cotton, tobacco, &c. for shipment. Indeed it has been attended with some difficulty to invest in bills on New Orleans (the payment of which could with certainty be relied on) a sufficient amount to enable the bank to procure eastern exchange for the protection of its circulation. We have therefore purchased bills without regard to the residence of the drawers. All the bills purchased by the bank (with but few exceptions) have been either immediately paid by the drawers or arranged.

The bills purchased are mostly payable in New Orleans, relying upon shipments of cotton and tobacco—a small portion in St. Louis, Louisville, Cincinnati, Pittsburg and Evansville, drawn upon iron and castings, and also a few at New York and Philadelphia.

The charter requires that the amount of bills of exchange held by the principal bank or either of the branches, shall not at any time exceed the amount of notes discounted by either.

Some of the branches are located in districts of country in which bills to the amount limited cannot be purchased.—Experience, I think, will justify the conclusion that it is absolutely necessary to the usefulness, safety and profit of the institution, that the investment in bills should at least come up to the limit, whenever the exportable products of the country will justify it. If the cotton crop of the country was large, it would no doubt be the interest of the bank and perhaps the community that the investment in bills predicated on actual shipments, should not be restricted. Thus the bank could enable the merchant to purchase the produce, thereby increase competition, by which secure to the planter full value at home for his labour. Independent of this, the bank could with safety extend its line of discounts on bills at short dates during the shipping season, without materially affecting its ability to discount notes to a reasonable extent. When again the excess might be re-invested in notes, by this operation, the means would be obtained to protect its circulation issued on both notes and bills.

Entertaining these opinions, I would respectfully suggest the propriety of so amending the charter as to permit the whole institution to hold an account of bills equal to the amount of notes discounted by all.

The bills purchased during the last winter and spring have now mostly matured, and the time for re-investment not yet arrived. Our line of discounts is not as full as I would desire it in this department, but no doubt will be in a short time. For a full and detailed statement of this department you are referred to the document marked D, accompanying.

In conclusion, for the general operations of the principal bank—its situation at various periods—the date when capital was received—from what source derived and how divided—the sale of exchange and distribution of discounts, I have the honour to refer you to book E, pages 1 to 39, accompanying this report prepared by the cashier.

For the operation of the respective branches—their situations at different periods, &c. you are referred to the same book, pages 48 to 74. You will also find in a book marked E, page 44 to 47, a list of all the bonds that have been deposited by the Governor, issued on account of internal improvement companies, part of which have not yet been delivered.

For the dividends declared by each branch in January and July last, also the amount of profits since, including the principal bank, I have the honour of referring you to book marked E, pages 40 to 43.* The comptroller has been furnished monthly with a general statement of the condition of the principal bank and branches. The books, papers and

accounts of the institution have at all times been open to his inspection.

Statements of the bank and branches have been published quarterly.

I have the honour to be

Very respectfully

Your ob't. servant.

W. NICHOL, President.

Hartford and New Haven Railroad.—Through the politeness of Major George Putnam, we have received the "Fourth Annual Report of the Board of Directors, to the stockholders, of the Hartford and New Haven Railroad Company." It appears that since the opening of the road from New Haven to Meriden in December last, the total receipts for freight and passengers has amounted to \$31,933 98 Deduct expenses of operating the road, and a full allowance for depreciation of engines, cars, road, &c.

	11,500 00
Nett proceeds,	\$20,433 98
Six per cent. on the cost of the southern division, viz: \$450,000, for nine months is	20,250 00
Excess over six per cent.	183 98

The directors state that the whole line from Hartford to New Haven, except perhaps two miles, will be finished and the track laid by the first of November, and that the road can be completed and opened as early as was promised by the Engineer at their last annual meeting, viz. by the first of December, 1839.—*Hartford Courant.*

Appalling Statement.—From a statement made by the Committee of the British and Foreign Sailor's Society, it appears that within the short period of four months and three days previous to April last, there had been wrecked one hundred and sixty vessels—all whose crews had perished! Averaging the crew of each ship at ten, will give a loss of one thousand and six hundred lives! It is further shown that of vessels stranded, foundered, abandoned, not heard of &c., within the same period, the number of vessels affected by such catastrophes are 576. If only one soul has perished from each of the vessels which have suffered, from the above contingencies, we number a loss of five hundred and seventy-six lives! Then add to these, four hundred and twenty-four certainly known to have perished, we have a total from all causes, of at least two thousand and six hundred lives!—or on an average, something more than twenty-one every day during the period of four short months!—*Boston Mer. Jour.*

Arrival of Emigrants.—About one hundred families of Germans and Norwegians arrived here during the past week, and are now seeking farms and occupation in our vicinity. Many of them bring abundant means to secure large farms and to stock them well. The German families, indeed, have bags of gold, some of them having \$20,000 and upwards. We understand that there are 500 more families expected from Germany during the fall and spring ensuing. They are hardy and intelligent, and will be a great acquisition to the wealth and industry of the country.—*Milwaukee Sentinel.*

Line of Packets between Charleston and Liverpool.—A line of Packet Ships, owned in Charleston, to run monthly between Charleston and Liverpool, is to be set in operation on the first of February next—so, that, on the first of every month, there will be a departure from Charleston for Liverpool, and on the 15th of every month, a departure from Liverpool for Charleston.

Salt.—Mr. John English discovered on his farm in Decatur county, Ia. a salt spring at the depth of only 15 feet. One pound of salt is obtained from 4 gallons of the water. Mr. English is digging for more salt water.—*Indiana Democrat.*

* The documents referred to in this report have not been received.

Opening of the Canton Trade.

The Canton Register of the 14th has a long article complaining of the want of good faith on the part of the Chinese government in its recent transactions,—particularly in proclaiming (under date of 18th March) that if every particle of the opium then in China should be given up, the punishment of past errors would be remitted, &c. and then afterwards, when the opium had all been delivered up, still continuing its vexations as if nothing had happened.

We shall not touch (says the Register) upon the points of the partial opening of the trade—which was not communicated to the Foreigners until the Hong merchants, who six or seven weeks ago pretended to be trembling for their lives, had already shipped off teas—the denial of access to the hong and shops, the “measured permission” under which the passage boats are allowed to run; these are minor points of annoyance and breach of faith; but how has even H. E. himself observed his own good faith in keeping the declaration as set forth in his own proclamation? Shall we answer for H. E.? It has, then, been observed after the manner of a “sample of the finest Orientalism.”

H. E. in direct contradiction to the terms of his proclamation, first proscribes 16 Foreigners by name, who are to be detained prisoners, *waiting* until the whole matter is entirely completed (what does H. E. mean by this phrase?) when they will be permitted to *leave*. A day or two after H. E. had issued these commands, he orders the speedy departure from China of one Foreign gentleman, whom he had placed under the strictest and most especial surveillance of the local authorities; and two days afterwards, commands that three partners of a Firm, who had surrendered the greatest quantity of opium, and a clerk in the Firm,—who is involved in this Sylla-like proscription, simply, because he is a nephew and of the same name as the leading partner, but who has only been in China about eighteen months,—should leave China forthwith; but H. E. also commands that they shall first, before their departure, sign a bond, binding themselves *never to return to China under feigned names*; and should they so return, and be apprehended, that they will willingly submit to the last penalties of the law! And since these capricious and unaccountable orders have been issued, Heerjeebhoy Rustomjee, one of the leading Parsee merchants—and also of the sixteen—has been commanded to leave Canton within a limited time. And these commands are given when every chest of opium in the Chinese waters had been surrendered, and every foreign merchant here has signed a pledge not henceforth to deal in opium, nor attempt to introduce it into the Chinese Empire. Where, then, is the “forgetfulness of the past?” Where is the remission of past errors? Where are the imperial rewards for so dear a “contrition?” Echo answers—“Where are they?”

Canton, May 14.—We have lately heard from the coast, that the people of the provinces of Fokien and Che-keang are impressed with the opinion, that, since the abolition of the E. I. Co.'s charter, the Free trade in general think of nothing else but to import opium in exchange for the Teas and Silks of China.

To dissipate this delusive opinion, our correspondent has suggested that statements of the British and American trade for the last two or three years should be drawn up in the Chinese language, and distributed in those provinces; these statements would, there is no doubt, be forwarded to the superior officers, and inform them of the real state of the foreign trade.

We are informed, from the same quarter, that all junks from the Southern ports are detained and strictly examined; and that the officers threaten to enforce severer measures.

PUBLIC NOTICE TO BRITISH SUBJECTS.

The Chief Superintendent yesterday received an Edict, of which annexed is a copy, to the joint address of the Consul of the King of Holland, the Consul of the United States, and himself.

By this law, the ships and crews of all nations henceforward arriving in China, are liable to the penalties, the first,

of confiscation, and the last, of death, upon the determination of this government that they have introduced opium.

The danger of confiding to this government the administration of any judicial process concerning foreigners, can scarcely be more strikingly manifested than in the list of names lately proscribed by the High Commissioner. Evidence that has been good to satisfy His Excellency that these sixteen persons are principal parties concerned in introducing opium, and therefore to justify their detention as hostages, would of course be equally good for the other convictions of the like nature.

It may be taken to be certain, however, that the list contains the names of persons who have never been engaged in such pursuits, or, let it be added, in any other contraband practice.

In investigation upon such subjects, the Chinese authorities would probably be guiltless of any deliberate intention to commit acts of juridical spoliation and murder. But it is plain that, in the present state of the intercourse, there would be excessive risk of such consequences, and therefore the present law is incompatible with safe or honorable continuance at Canton, if nothing else had happened to establish the same conclusion.

It places, in point of fact, the lives, liberty, and property of the whole foreign community here at the mercy of any reckless foreigners outside, and more immediately at the disposal of the Hong merchants, Linguists, Compradores, and their retainers.

The Chief Superintendent by no means ascribes general wickedness to those parties, but their situation and liabilities make them very unsafe reporters, and yet it is mainly upon their reports that the judgment of the Government will be taken.

It will be particularly observed that persons remaining are understood by the government to assent to the reasonableness of the law.

CHARLES ELLIOT,
Chief Superintendent of the Trade
of British Subjects of China.

CANTON, 11th May, 1839.

From the Kwangchow Foo communicating the orders of the Commissioner, Governor, and Lieut. Governor, regarding the punishment of Foreigners for dealing in opium.

Choo, by special appointment, Prefect of Kwangchow Foo, issues commands to the English Superintendent, Elliot, the American Superintending Officer, Snow, and the Dutch Superintending Officer, Van Basel, for their full information:

He has now received from Lin, the high Imperial Commissioner, &c., Tang, Governor of the two Kwang, and E. the Lieutenant Governor of Kwangtung, the following orders:

“It appears that the English Superintendent Elliot, the American Superintending Officer, Snow, and the Dutch Superintending Officer, Van Basel, have presented addresses, requesting that they all should return home at the head of the people, and the vessels of their several nations.

“These addresses coming before us, the Commissioner and the Governor, and being duly authenticated, we reply:

“China has indeed no need of commercial intercourse with outer Barbarians. But because you have come from far over the seas, it cannot bear to push you utterly away; you have enjoyed the overshadowing, the comprehensive, and deep benevolence of the Great Emperor, who has given sanction to the trade with Kwangtung. You who have come to the territory of the Celestial Empire, have not only eat of the herbage and tread the soil equally with the people of the land, but have also by your buying and selling acquired very rich advantages. It is naturally your duty to rest in your stations, observing the laws. But for ten years past, you have on the contrary employed a thing hurtful to men, as a means of gaining and possessing yourselves of the people's wealth.

“The great Emperor, anxiously regardful of the general well-being, has declared his pleasure that this should be severely prohibited. And if the laws be not plainly declared, how shall the future ingress be put a stop to? While now,

all you Superintendents and Consuls aforesaid, are aware that the prohibitory enactments of the celestial court, may not be opposed, you are yet anxious in regard to points of difficulty as relates to your own countries, and request that, at the head of the people and vessels of your several countries, you may all together take your departure to return home.

"Those of the foreigners whose names are prominent as having been habitual sellers of opium, have already ere this been ordered away. But besides Jardine and others who have gone away back to their countries, there yet remain many lingering behind. If indeed all leave China for ever, there will of course no opium gain entrance into the inner land, and this evil may be removed.

"After then the full completion of the present deliveries, let it be even as requested. It shall be left to you entirely to return to your countries. Only you will not be allowed to make pretexts for procrastinating and delaying. And after you have thus returned, you will not be allowed to come again. Let there be no returning backwards and forwards, no inconsistency, whereby investigation, and proceedings thereon, will be involved.

"Having reference to the great numbers of the foreigners of various nations, and the openness of communication by sea in every part, and considering that the laws and enactments of the celestial court are extremely strict, it is still requisite that the punishment attaching to the prohibition against the importation of opium should be plainly proclaimed. All you foreigners of every nation,—should you not come hither, there the matter rests; but should you come to the territory of the celestial court, be you people of any country whatsoever, so often as opium is brought, in all cases, in accordance with the new law, the parties shall be capitally executed, and the property entirely confiscated. Say not that it was not told beforehand!

"We proceed to issue these orders, commanding the Prefect immediately to enjoin the orders on the original Hong merchants, and on the several senior and other Hong merchants, that they may plainly enjoin the same on the several Superintending officers aforesaid, that they having knowledge thereof may offer no opposition."

This having been received by the Prefect, he proceeds to issue these commands; when these reach the said Superintending officers, let them, having knowledge thereof offer no opposition. A special command.

Taoukwang, 19th year, 3d month, 25th day,

L. S. (8th May, 1839)

(True Translation.)

J. ROBT. MORRISON,

Chinese Secretary and Interpreter.

From China.

[From the Philadelphia Exchange Books.]

Extract of a letter directed to a mercantile house in this city.

MACAO, May 21, 1839.

DEAR SIR:—The "Canada" being detained, I have another opportunity of writing a few lines. The opium has all been delivered. The English are also leaving Canton, many have come here already, and the rest are following without exception—indeed all the foreigners are coming away with the exception of the Americans, although our Consul intends leaving. He is expected to-day or to-morrow. Commodore Reed, of the "Columbia," intends remaining with her and the "John Adams," (the latter just arrived from Manilla) until every thing is settled. The American ships in port were informed yesterday they might take pilots for Canton, but they have declined until they see how things are going to be. No one knows what Capt. Elliot will do when he comes away: there is a large amount of English property here, waiting orders from their consignees. The English intend to open their houses of business here. Teas have risen in Canton, in consequence of the eagerness to buy by all parties, to close their accounts with the Hong merchants. The Chinese are said to be a good deal worried about the foreigners leaving China. There is said to be a

good deal of excitement among the silk men, and those who depend on foreign employment for subsistence; and great fears are entertained of an insurrection by the Chinese. A few days more will determine the thing."

From the Boston Atlas.

Bank Dividends.

The following semi-annual dividends were paid at the banks in this city on Monday, the 7th instant.

Banks.	Capital.	Dividend.	Amount.
* American,	\$500,000	none	
Atlantic,	500,000	3 per cent	\$15,000
Atlas,	500,000	none	
Boston,	600,000	3½ per cent	21,000
City,	1,000,000	3 per cent	30,000
Columbia,	500,000	3 per cent	15,000
Commercial,	500,000	none	
Commonwealth,	500,000	none	
Eagle,	500,000	3 per cent	15,000
Freeman's,	150,000	3 per cent	5,500
Globe,	1,000,000	3 per cent	30,000
Granite,	500,000	3 per cent	15,000
Hamilton,	500,000	3 per cent	15,000
Hancock,	500,000	none	
Kilby,	500,000	none	
Massachusetts,	800,000	3 per cent	24,000
Market,	800,000	2 per cent	16,000
Mechanics,	150,000	3 per cent	4,500
Merchants,	2,000,000	3½ per cent	70,000
Middling Interest,	150,000	none	
New England,	1,000,000	3 per cent	30,000
North,	750,000	3 per cent	22,500
Oriental,	750,000	none	
Shoe and Leather Dealers,	500,000	3½ per cent	17,500
Shawmut,	500,000	3 per cent	15,000
State,	1,800,000	3 per cent	54,000
Suffolk,	1,000,000	3 per cent	30,000
South,	500,000	3 per cent	15,000
Tremont,	500,000	3 per cent	15,000
Traders,	500,000	3 per cent	15,000
Union,	800,000	3 per cent	24,000
Washington,	500,000	3 per cent	15,000
	\$21,250,000		\$528,000

* The American Bank Stockholders receive 13½ per cent dividend on their stock, being the first dividend since the bank stopped.

STEAM ROUND THE CAPE.—The Vernon departed on Saturday last at noon, on a voyage to India. She is built on a new construction, at the suggestion and expense of Messrs. Wigram and Green, with a view to show that 25 days may be saved in the voyage to India, by the use of a small steam power, adapted to occasional service. The Vernon sailed down to Gravesend, encountered a head wind in the several reaches of the river, and yet accomplished a rate of from 4 to 7 knots an hour, according to the power used, and cast anchor off Gravesend before a sailing vessel, steam-tug propelled, of her size, which left the docks before her. Her engine is of 30 horse power, which is fitted between the fore and main hatchways with cabins on each side: the coals are stowed for the whole voyage, and an economy of fuel is secured by covering the engine with a non-conducting material: it is of low pressure, calculated to make thirty revolutions in a minute. The captain, officers, and passengers, make a party of 38, which number the cuddy is fitted up to entertain.

Mercantile Library Lectures.—We learn that, in addition to the gentlemen already announced to lecture before the Mercantile Library Association of Philadelphia, the Hon. Caleb Cushing, of Massachusetts, and Col. William L. Stone, of New York, have accepted invitations to appear during the session.

GOVERNOR'S MESSAGE.

Fellow Citizens of the Senate
and of the House of Representatives:

It may well be questioned whether the Representatives of the people of Tennessee have convened at any time when their constituents generally felt a deeper interest in the result of their deliberations, or when the public good, demanded a more calm and dispassionate exercise of enlightened patriotism in discharge of their Legislative duties. Many of the subjects to which your attention may be called are intimately connected with the honour and vital interest of the country; and, as much of good or evil may flow from your action touching those subjects, you will, no doubt proceed to their consideration under a full sense of the responsibilities you have assumed, humbly invoking, at the same time the supervising governance of the Supreme Ruler, without whose protecting providence all human legislation would be vain.

At a time when we are favoured in an eminent degree with a rich variety of the choicest blessings of Divine munificence, it is much to be regretted that any thing should be found in the administration of our governmental affairs calculated to mar our prosperity and happiness as a people. But when we contemplate our own condition, or look abroad among our sister States where we must seek a market for our surplus products, we find that heavy embarrassment still prevades the monetary concerns of the country. We continue to be destitute of a general circulating medium of uniform value; the want of which affects injuriously, not only every class of society at home, but also our credit abroad, thereby depreciating the value of our State bonds, and greatly retarding the progress, if it does not finally prevent the completion of many of our works of Internal Improvement. These and other oppressive evils, the fruits of a disordered currency, we must patiently endure so long as the government shall persist in a course of wild financial experiments, which only tend to aggravate the ills they were mainly instrumental in producing. It is not to be supposed, however, that this state of things is to be perpetual. The people hold a corrective in their own hands, and their well known intelligence, virtue and patriotism forbid the humiliating idea that they will fail to apply it. A sanguine hope may therefore be indulged that by the regular operation of our republican system the country will ere long be delivered from the maladministration of its present rulers, with its pernicious train of experiments, abuses and spoliations.

About to retire from the office of Chief Magistrate of the State, and give place to a successor who will probably address you at length, I deem it most respectful to decline communicating in detail my views in relation to many subjects of public interest upon which it may become your duty to deliberate during your present session, I shall confine myself to a brief notice of those only to which a sense of official duty requires me to direct your attention.

The benefits expected to be derived from the important provisions contained in the act of the last General Assembly entitled "An Act to establish a State Bank, to raise a fund for Internal Improvement and to aid in the establishment of a system of Education" have not been realized. The Bank has failed to effect the amelioration in our pecuniary affairs that its authors anticipated, and the expectations of the public have been sadly disappointed:—nor has the operation of the act referred to been more salutary and successful in relation to other interests it was intended to foster. There is, probably, not another law to be found among our statutes that has more signally failed to fulfil the wishes of the Legislature, or one that requires more thorough revision and amendment, in order that it may effectuate the purposes for which it was designed.

The location of the branches of the Bank, (as had, doubtless, been anticipated by the Legislature) produced considerable excitement in some sections of the State, where it was believed injustice had been done by the Directory of the Principal Bank, in whose hands, it is believed, the power of locating the branches was improperly placed. Such was the discontent occasioned by its exercise amongst a large and respectable portion of our fellow citizens, who conceived that

they were deprived of a fair and equal participation in the benefits it was supposed the institution would confer, that they assembled by their Representatives in Convention and adopted a memorial to the Executive earnestly urging him to convene the Legislature for the purpose of redressing their grievances. After mature deliberation I felt it my duty to decline a compliance with their request for the reasons set forth in a communication addressed to the President of the Convention, a copy of which (marked A) is herewith transmitted. Notwithstanding my settled conviction at the time that there were just grounds for complaint, inasmuch as the locations had been made at points so remote from an extensive and populous region of country as to subject its citizens to considerable expense and inconvenience, yet I did not consider that the evils sought to be remedied were of sufficient magnitude to justify an extraordinary convention of the General Assembly. The subject, therefore, is referred to your honorable body, under a just expectation, I trust that you will adopt such measures as the interests it involves may, in your wisdom seem to require.

In consequence of the continued depression in the stock and bond markets, the Bank has not been able to realize the whole amount of its intended capital. Of the two and a half millions of six per cent. state bonds authorized to be issued for that purpose, only one million has been sold; nor do I believe there exists a well-grounded hope that the remaining million and a half can be disposed of in any short time upon the terms and conditions specified in the charter of the Bank, and none, it is hoped, are prepared to see the bonds of the State bearing so high an interest negotiated for a less sum than their nominal value.

The stock in other Banks belonging to the common School fund has not been disposed of as contemplated and required by the above recited act. No opportunity of selling it at par has been presented, and hence another source from which the Bank was expected to derive a portion of its capital, has proved to be wholly unavailing.

It is to be regretted, also, that the appropriation of three hundred thousand dollars of State bonds bearing an interest of five per cent. per annum, for the improvement of the rivers in the three grand divisions of the State, has been equally nugatory and fallacious. There is not the least probability that the Bank will be able to negotiate these bonds in any reasonable time, agreeably to the requirements of the law; and unless some more efficient provisions are made to remove the obstructions in our navigable streams, they must continue to stand as so many impediments to the flow of our commercial prosperity, while at the same time, they present a gloomy monument of vain and fruitless legislation.

Turning our attention, however, to the progress that has been made in the improvement of the country, by means of incorporated companies, we are animated by a more cheering prospect. Notwithstanding the various defects and inconsistencies of the law, under which they have been acting and the paralyzing embarrassment of the times, many of the companies have persevered in the construction of their works with such determined energy and rapid progress, as fully to realize, if not surpass the public expectation. But serious injury must, inevitably be sustained by those companies and contractors, who have engaged to receive the bonds of the State in payment of Stock, or for labour, unless something shall be done by the Legislature, to enhance their value and make good the losses already occasioned by their ruinous depreciation. This subject will, doubtless, engage your prompt attention, as it is one in which, not only the interests, of our citizens, but the character of the State is deeply involved. Indeed, our whole Internal Improvement System, as at present organized, is so very defective as to demand your anxious and unremitting consideration until effectual provision shall be made to correct its imperfections, secure its benefits, and guard against the dangers with which it is manifestly fraught. The existing law embraces such a variety of subjects and is so contradictory, obscure and ambiguous in its phraseology and import that a great diversity of opinion has prevailed as to the real intentions of those who brought it into existence. It has subjected the Executive to no ordinary labour, difficulty and responsibility, originating chiefly in its own incongruity

and confusion, which are well calculated to occasion perplexing irregularities in the course of its practical administration. Feeling a deep solicitude, that it should be made operative, to the fullest extent in effecting so desirable an object as the improvement of the country, and foreseeing the abuses and evils that might result from its incautious execution, I was constrained to specify with more precision than the law itself had done, the terms and conditions upon which the Internal Improvement Companies could avail themselves of its provisions. With that view I addressed a Circular Letter (a copy of which accompanies this Message,) to the Directors on behalf of the State, in the several Companies in which the State had become a stockholder. It contains the principles and regulations by which the Executive has been governed in making subscriptions for stock in said companies, and in issuing the bonds of the State for their use and benefit. Its operation has, at least, been safe, uniform and equal, and most of the companies, acquiescing in the justness of its views, are as rapidly progressing with their works as, under existing circumstances, could reasonably be expected. Although objections may exist in the minds of some to the construction which has been given to the law, and the manner in which it has been applied, yet I have the satisfaction of knowing that they are approved by those whose legal learning entitle their opinions to superior weight and confidence.

The bonds issued under the act of 1838, exclusive of those intended for the capital of the Bank, amount to the sum of \$39,500. Of this amount \$30,000 were issued for the improvement of rivers, and the balance, \$599,500, for the benefit of Internal Improvement Companies; all bearing interest at the rate of five per cent, per annum. Under the act of 1835, entitled, "An act to encourage Internal Improvement in this State," bonds have been issued, bearing interest at the rate of five and a quarter per cent. to the amount of \$263,666 2-3; making an aggregate amount of State bonds issued for Internal Improvement purposes equal to the sum of \$1,163,166 2-3.

In pursuance of an act of Assembly entitled "An act to provide for the survey of a canal from the Tennessee to Big Hatchie river," I have the honor to state that Clement W. Nance Esq., formerly assistant Engineer of the State, has been employed to perform that service. He was assisted, for a short time, in the discharge of his duties by Col. Charles Potts, Engineer of the Lagrange and Memphis Railroad, a gentleman of skill and experience in relation to works of this kind. The examination and survey of the route for the Canal has been carefully made and there exists no doubt on the part of the gentlemen named as to the practicability of its construction at a moderate expense. The whole length of the route is but little more than thirty miles, a portion of which at each end is in the bottom or low grounds of the respective rivers. It intersects the Tennessee a short distance North of the Southern boundary of the State, and running West, strikes the Cypress fork of Big Hatchie a few miles North of Bolivar.

It will appear from the report of the Engineer, (to which for more full information in relation to the subject generally, you are respectfully referred) that the estimated cost of this canal sufficiently spacious to admit the passage of all kinds of boats ascending or descending the rivers, is considerably less than one million of dollars. Contemplating the quantity and value of the various commodities transported along the Tennessee river, and the immense region of country that would be benefited by the proposed improvement in the navigation of this great commercial thoroughfare, I cannot doubt the propriety of an appropriation of the national treasure, amply sufficient to effect its speedy accomplishment. It is confidently believed that no work of Internal Improvement of more general utility than the one in view, can be made at any point in the Union, without a heavier expenditure of public money. I trust, therefore, you will not fail to take the necessary measures for bringing this important enterprise to the favourable consideration of Congress.

Popular education in a government like ours must ever be regarded as a matter of paramount importance. Upon the intelligence and virtue of the people depends the perpetuity of our free institutions. Knowledge and liberty are so closely

allied that they can only flourish in safety and perfection, when mutually protected and cherished by each other. It is deeply to be regretted, therefore, that the action of our present educational system has not been attended with more satisfactory results. Although common schools have sprung up under its kindly influence in some sections of the State, yet the effect has not been general, and the want of uniformity in its practical operation, occasions dissatisfaction and complaint. As, however, it is the appropriate duty of another officer of the State to bring this interesting subject fully before you, I shall not extend my remarks in relation to it; but I cannot refrain from the expression of an earnest hope, that notwithstanding the comparative insufficiency and futility of past efforts, and magnitude of the difficulties to be overcome, the Legislature will not falter in their exertions, until a system shall be devised and established securing to every free white child in our State the means, at least of a common school education.

The penitentiary continues in a prosperous condition, realizing the views of its friends and promising to become a source of considerable revenue to the State, provided such regulations are adopted and enforced as are necessary to secure the collection of its debts, a portion of which has already been standing for several years. A full settlement, annually, of the debts due the institution should be required by law, and it might be well in the sale of articles, to allow such a discount for ready cash as generally to induce purchasers to make prompt payments. The quarterly settlements and the accounts of the receipts and expenditures of the institution should regularly undergo the examination and supervision of the Comptroller, and the payment of the salaries of its officers should be made in the manner prescribed by law for the adjustment and liquidation of other demands upon the Treasury of the State. Experience has proved that the compensation allowed the Inspectors of the Penitentiary is insufficient to procure that punctual attention to the duties of their appointment which is necessary to the proper and successful management of its affairs. It is found, also, that the great number of persons visiting the institution for the mere gratification of curiosity consumes much of the time of its officers, while it subjects the feelings of the unhappy inmates of the prison to increased mortification. I respectfully suggest, therefore, the propriety of exacting a moderate toll from all such visitors, and that the fund thus raised be applied to the support and maintenance of the more indigent families of the convicts or to such other charitable objects as the wisdom and benevolence of the Legislature may prescribe. The present mode of subsisting the convicts, it is believed, ought to be abandoned and that they should be victualled under the direction of the superintendent at the expense of the State.

A proper examination of our militia law will show that it still requires various amendments. A careful revision with a view to its abridgment and simplification would, doubtless, contribute greatly to its improvement.

The Judiciary of the State, being the *axis* by which the dearest rights and interests of the citizen are mainly secured cannot fail to command at all times, the vigilant attention of an enlightened and patriotic Legislature. The wisdom and excellency of our laws are comparatively of little moment, unless they be faithfully and ably administered. No act of legislation, therefore, calculated to elevate the character and uphold the virtue, purity and independence of the Judicial Department of our government can justly be considered extravagant or injudicious.

I have recently received from the authorities of the General Government a set of "Standard Weights." They are deposited in the office of the Secretary of State, subject to the disposition of your honorable body.

Since the adjournment of the last General Assembly, the following *pro tempore* appointments have been made, viz: Ebenezer Alexander, Attorney General of the second Judicial Circuit; James W. McCombs, Inspector of the Penitentiary; Return J. Meigs, Attorney General of the State; George W. Gibbs, Chancellor of the Western Division; N. H. Allen, Attorney General of the Seventh, and Thomas Maney, Judge of the Sixth Judicial Circuit. These officers have been appointed in consequence of the death or resignation of their

respective predecessors, and as their commissions will expire at the close of the present session, the duty of making permanent appointments devolves on you. It may be proper here to state that in addition to the foregoing, the Hon. Ephraim H. Foster, was appointed a Senator in the Congress of the United States to fill the vacancy occasioned by the resignation of the Hon. Felix Grundy, whose term expired on the 4th of March last.

In closing this communication, I avail myself of the occasion to tender, through you, to the people of Tennessee my grateful acknowledgments for the distinguished evidences of favour and confidence I have heretofore received at their hands. In retiring from this honourable service, I bear with me the proud consciousness of having faithfully discharged the high trusts committed to my charge, and shall ever cherish an unabated solicitude for their continued prosperity and happiness.

NEWTON CANNON.

Executive Department,
October 8, 1839. }

General Statement

Of the Union Bank of Tennessee and Branches, September 30, 1839.

DR.

Notes discounted on personal security,	\$3,241,748 04	
Domestic bills of exchange,	872 857 09	
		\$4,114,605 13
State of Tennessee,		12,427 04
Real estate, (banking house and lots,)		70,893 71
Planters' bank stock,		900 00
Due from other banks,		140,622 41
Cash on hand viz:		
State and city bank notes	31,274 00	
Distant bank notes,	87,991 00	
Gold and silver,	136,918 20	
Do. in transit from New Orleans,	50,000 00	
		306,183 20
		\$4,645,631 49

CR.

Capital stock paid in,	\$2,490,804 00	
Additional state stock,	146,600 00	
		\$2,637,404 00
Post notes on time, viz:		
Due in January 1840,	87,822 48	
" April,	68,012 98	
" May,	132,220 00	
" June,	100,000 00	
" July,	100,000 00	
" August,	100,000 00	
		588,055 46
Certificates on loan,		37,522 05
Notes in circulation,		353,670 00
State of Tennessee (special) on interest,		353,676 00
Due to other banks,		91,934 04
Individual deposits,		121,176 23
Unclaimed dividends,	4,440 86	
Do. payable 1st October,	106,483 56	
		109,924 43
Treasurer United States,	3,775 33	
Treasurer of Tennessee,	3,259 47	
Other public officers,	13,385 76	
		20,370 56
Contingent fund,	124,894 03	
Profit and loss,	207,904 60	
		332,798 63
		\$4,645,631 49

EXPORTS OF SUGAR AND MOLASSES,

From New Orleans, for five years (up the river excepted) from 1st October to 30th September, in each year.

WHITHER EXPORTED.	1838-39.		1837-38.		1836-37.		1835-36.		1834-35.	
	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.
	Hhds.	Bbls.	Hhds.	Bbls.	Hhds.	Bbls.	Hhds.	Bbls.	Hhds.	Bbls.
New York,	9,913	229	4,827	8,012	53	5,176	126	1,693	359	9,446
Philadelphia,	4,714	126	782	786	19	337	122	935	51	2,434
Charleston, S. C.,	1,535	97	591	3,596	171	246	1,066	326	648	1,823
Savannah,	670	30	1,322	1,774	....	....	90	237	32	96
Providence & Bristol, R. I.,	3	3	383	162	....	52	....	....	....	489
Boston,	1,612	131	227	1,926	36	....	49	....	50	711
Baltimore,	5,914	396	1,216	3,553	120	281	....	314	384	2,081
Norfolk,	659	5	....	770	....	....	3	27	862	9
Richmond & Petersburg, Va.,	1,215	19	236	1,600	....	8	....	202	2,662	0
Alexandria, D. C.,	137	....	257	108	....	....	....	....	141	543
Mobile,	1,836	140	....	2,018	157	....	....	8,531	1,671	493
Apalachicola & Pensacola,	460	661	15	906	229	3	172	1,341	223	1,818
Other ports,	475	1,174	1,610	2,474	70	223	52	383	290	838
Total,	29,143	3,011	10,144	27,133	2,269	6,326	5,677	9,389	47,018	4,832
				26,098	3,663				18,597	23,605

New Orleans Price Current.

Philadelphia Banks.

At an adjourned meeting of the delegates from the banks in the city of Philadelphia and the adjoining districts, held on Wednesday evening October 23, 1839, the committee appointed at a previous meeting to prepare and report an address to the citizens of Pennsylvania, presented the following, which was read, unanimously adopted, and directed to be signed by the Chairman and Secretaries, and published in all the daily papers:

To the Citizens of Pennsylvania

The Banks of Philadelphia having decided to suspend for a time the payment of their notes in specie, deem it their duty to explain to the citizens of Pennsylvania the reasons of that measure. This they will do frankly and briefly.

In May 1837, the banks in New York suspended payments in specie, and the rest of the Union followed their example. This just and necessary measure was required by the commercial relations between this country and Europe; and all the banks of the United States immediately directed their efforts to assist the country in the honourable discharge of its foreign debts, and to prepare for the resumption of specie payments. These operations were proceeding in a manner easy for the country and satisfactory to its foreign creditors, when their progress was disturbed by a premature effort for a general resumption of specie payments. The Banks of New York were unfortunately constrained by law to resume on a given day, whatever might be the state of the country; and they naturally endeavoured to induce all the other banks to do voluntarily what they were compelled to do. This purpose was effected, aided as it was by the impatience of the public, by the competition of political parties anxious to appropriate to their respective sides the popularity expected from hastening the resumption, and by feelings of local pride, which prevented many from declining to do what in reality they disapproved, and accordingly a day of resumption was named. The Banks of Philadelphia were quite as ready to resume as those who were most anxious to begin, for they had greatly reduced their liabilities, and one of their number had no less than \$7,357,000 in its vaults. But they believed that the country at large had not yet sufficiently recovered from that violent shock to be ready for resumption. They recollected that under similar circumstances the Bank of England had continued her suspension for upwards of twenty years, and they avowed their apprehension that a resumption in the unprepared state of the country must be followed by a relapse. Overruled in this judgment, and obliged at the hazard of greater evils to unite in the resumption, they sincerely co-operated in it; and, being satisfied that the measure in order to be useful or permanent, must be general, they made great efforts and large advances to the southern and south-western states, who were thus enabled, almost exclusively by the assistance of the Philadelphia Banks, to unite in the resumption. But the inefficacy of the measure soon became obvious. The southern and south-western states, placed by the resumption too much in advance of the crops which alone could sustain them, gave way at the earliest demand for specie—thus breaking the general line of resumption, and weakening the Atlantic Banks by the amount of the advances made to support them. Nor was this all. The delusive appearance of the resumption worked injuriously on both sides the Atlantic. In this country it caused the belief that all danger was over, and individuals rushed into new enterprises, and states undertook new improvements, relying on the enjoyment of the old facilities of credit. Abroad, the extraordinary and honourable efforts made to discharge its debts exalted the character of the country, and merchants hastened to sell on credit, and capitalists to lend on the public securities of a people who had been thus faithful to their engagements.

It was then that the anticipations, under which the Philadelphia Banks gave their reluctant assent to the measure, were realized. And now, after little more than a year of nominal resumption, the southern and south-western states are more embarrassed than ever. The Atlantic Banks are weakened by their fruitless endeavours to aid those states—the commercial debt to Europe is larger than at the resumption—the debts of the states in Europe much larger—and the

specie means of the country very much diminished. The premature resumption of specie payments, therefore, has left the country in a state of exhaustion, which has prevented its being able to stand the new shock, which forms the more recent and direct cause of the present suspension, the drain of specie to England.

In our relations with England, she is largely and habitually a creditor. Like all other creditors, she is willing to buy more and lend more, while her own situation is perfectly easy—but when she is herself pressed, she ceases to lend, ceases to buy, and proceeds at once to exact payment.—Thus in ordinary times, she receives payment for her goods in our own produce, or in our own funds, and rarely requires, because she rarely needs specie. But a sudden trouble has come upon England, which reverses the whole of our relations. Her crops have failed, and she is forced to protect her people against famine by purchasing food; and this not from our own country, which might furnish a market for our crops, but from her neighbours, who can furnish it cheaper than we can; and as these are comparatively small consumers of her products, she must pay with specie for her food.

Accordingly, the Bank of England alone has been obliged to furnish more than thirty-five millions of dollars in specie to be shipped abroad—a drain that has threatened that institution with suspension. By the latest statement of her affairs, it appears that with immediate demands for which she is liable, of £25,742,000, per whole stock of specie is only £2,800,000, and this after borrowing from the Bank of France £2,000,000—so that without this extraordinary aid, her position would have been extremely critical. The consequence is, that money has risen to twice or three times its ordinary value—that the staples of this country are unsaleable, except at ruinous sacrifices—that the stocks of this country sent by the states or by the Banks, or by individuals, are wholly inconvertible, leaving as the safest and the favourite mode of payment, the exportation of specie. The demand for this article is still further increased by the efforts made in England to produce relief at home. The manufacturer, pressed by some urgent want, empties his warehouse into the packets, and selling his goods here at a small sacrifice, for notes which are discounted at a second sacrifice, he ships the specie, which reaches England in time to relieve him, leaving this country flooded with goods without any regard to its wants or its consumption. The result is, that the coin of this country is wanted in England, to send to the continent for food—that a very large portion of it has already gone, and that the rest will probably follow. The Banks of Philadelphia have already contributed many millions—one single Bank of their number having, since the resumption in August, 1838, paid out no less than \$8,712,000, in this city alone, and the demand seems to increase, instead of subsiding.

Under these circumstances, they have had to adopt one of two alternatives—either to force the community by sacrifices of its property to pay its debts to the Banks, in gold and silver, to be shipped forthwith to England, or else to resort to a temporary suspension, until the community as well as the Banks, could have time to recover from the effects of these foreign troubles. They have not hesitated to prefer the latter, as being most conducive to the true interests of the state; and they confidently rely that their motives will be duly appreciated by the public authorities of the commonwealth. To that commonwealth they owe their existence, and they regard her prosperity as a paramount consideration to which they have always sacrificed their own merely pecuniary interests. Every loan wanted for the service of the state, every great improvement for the development of its resources, has always found a constant and liberal contributor in the Banks nor is it an exaggerated estimate, that four-fifths of the funds for the internal improvement of the state, have been contributed by the Banks.

On the whole, the views the Banks of Philadelphia wish to present are these:

That they were reluctantly obliged to unite in the resumption last year, declaring if it were postponed for further preparation, it would be general and permanent.

That events have proved the resumption to have been premature, weakening the banks and the country.

That in this exhausted condition, they have to encounter a fresh demand for specie to buy food for the people of England, which threatens to drain the last dollar from their vaults.

That every motive of prudence which caused the suspension of 1837, applies with much greater influence at the present moment; and that the banks of Philadelphia have thought themselves justified in resorting to it, as the only remaining protection for the interests intrusted to their care.

In adopting it, however, the Banks would not cast the remotest censure on those institutions which pursue a different course. They desire only to explain themselves, not to criminate others. They think that it was impracticable for them to continue specie payments without sacrificing the community around them.

Their own proceedings they thus submit to the people of Pennsylvania, who are the best judges of their correctness; but the Banks confidently pledge themselves for the sincerity of their views in adopting it, their honest anxiety to protect the interests of the state, and to husband its resources from being swept away by this current to England, and they now respectfully but anxiously wait the opinion of the legislature of Pennsylvania.

JOHN WHITE, Chairman.

WILLIAM WELSH, }
JAMES S. NEWBOLD, } Secretaries.

United States Bank, }
October 19th, 1839. }

To Geo. W. Barton, and C. Wallace Brooke, Esqrs., acting for the Attorney General.

Gentlemen,—I have had the honour to receive and submit to the Board of Directors of this Bank, your communication on behalf of the Attorney General of the Commonwealth. In reply you will permit me to state that the information therein stated to have been received by you, that "since the present suspension of specie payments, this Bank has issued, paid out, or transferred notes of a less denomination than five dollars," is inaccurate. In no instance since the suspension has a note of less denomination than five dollars been paid out here and the prohibitory provisions of law in that respect have been and will be complied with. So long as it was useful or practicable, sums under five dollars were paid in coin, but the convenience of the community was not promoted thereby, nor can it be, whilst such coin is made an article of merchandise and sold to be shipped elsewhere. Great inconvenience, if not suffering, must ensue amongst our people for the want of small amounts—but the requirements of the law must be observed by this Institution as heretofore.

To the Government of the Commonwealth must it be submitted to provide a remedy or substitute, as it is perfectly certain, under the existing circumstances, with every desire on the part of the Banks to lend their aid, that the issue by them of coin would only tend to promote its instant sale and exportation.

I am, gentlemen, very
respectfully, your obedient
T. DUNLAP, President.

Bank of Pennsylvania, }
October 19th, 1839. }

Gentlemen,—I acknowledge the receipt of your communication dated the 17th inst. which came to hand this morning.

I am instructed to say to you in reply, that the Bank of Pennsylvania has, hitherto in the belief that the public convenience was thereby promoted, and that the law was not violated, received and paid notes of less denomination than five dollars; but, that in consequence of the communication

received from you, the proper officers of the Institution have been instructed not to circulate or issue any such paper.

I am very respectfully, yours,

J. TROTTER, Cashier.

To Messrs. G. W. Barton, and C. W. Brooke, Deputies of the Attorney General.

Kensington Bank, }
Philadelphia, Oct. 19th, 1839. }

Gentlemen,—I acknowledge the receipt of your letter of the 17th inst. and in reply I beg leave to state, that immediately after the suspension of specie payments, the proper officers of this Bank were instructed not to receive or pay out any note or paper of less denomination than five dollars, and I embrace the occasion to say that it is the determination of this Bank carefully to avoid violating the law of this Commonwealth on the subject of bills, &c., under five dollars, believing that if a remedy shall be found necessary for any inconvenience that may ensue, it will be afforded legally and by the constituted authorities of the commonwealth.

Very respectfully, your obedient servant,

CHAS. KEEN, Cashier.

To G. W. Barton and C. Wallace Brooke, Esqrs.

Philadelphia Bank, }
October 22d, 1839. }

Gentlemen,—In reply to your circular of the 17th inst. I have the honour to inform you that the instructions of the Governor which require an enforcement of the laws prohibiting the circulation of Bank notes under five dollars, have been complied with by this Bank since the suspension of specie payments, and that it has no intention to act contrary thereto.

I may further add for your information that the tellers of the Bank have assured me they have not in any instance paid out notes of a less denomination than five dollars.

Very respectfully,

Your obedient servant,

J. B. TREVOR, Cashier.

To G. W. Barton and C. Wallace Brooke, Esqrs.

Manufacturers' and Mechanics' Bank, }
October 22d, 1839. }

Gentlemen,—Your circular of the 17th inst., in relation to the issuing, paying out or transferring Bank notes, bills or tickets purporting to be Bank Notes, of less denomination than five dollars, came duly to hand on Saturday, and I take this opportunity in replying to say, that instructions have been given to the tellers of the Bank, not to receive in deposit or in payment of debts, any paper of the description above referred to, and they are strictly enjoined not to issue any thing of the kind.

Yours, respectfully,

JAMES HUNT, Cashier.

To G. W. Barton and C. Wallace Brooke, Esqrs., Deputies of the Attorney General.

Bank of the Northern Liberties, }
October 19, 1839. }

G. W. Barton, and C. Wallace Brooke, Esqrs.

I have this day received your printed communication, dated 17th inst., on the subject of issuing notes of a less denomination than five dollars, and am authorized respectfully to assure you, that this Institution will act in compliance with the laws of the Commonwealth on that subject.

I am respectfully,

R. L. PITFIELD, Cashier.

BANK OF MONTGOMERY COUNTY.

The following resolution was this day (October 12th) passed by the Board of Directors:

Resolved, That during the suspension of specie payments by this Bank, the Cashier be instructed to note on the Bank books of the several depositors in the bank, all deposits

which may be made in specie, in sums not less than twenty dollars and that the depositors shall have the privilege of drawing the amount or any part thereof in specie. Notice of which shall be published in the papers printed in this county.

W. H. SLINGLUFF, Cashier.

Norristown, Oct. 16.

To the Inhabitants of Chester County.

Having learned that an impression extensively prevails throughout the community, that the circulation of notes, bills, checks, &c., as a paper circulating medium, under the denomination of five dollars, is not unlawful, provided such notes, &c. are made and issued by banks or citizens of other states—I deem it my duty to inform the citizens of this county that in my opinion, such impression is entirely erroneous; and that it is equally a violation of the law to pass or circulate notes, &c. of any denomination under five dollars, whatever may have been their origin—whether the manufacture of corporate bodies or individuals of this or any other state, and that every person who ‘pays away, passes, exchanges or transfers, or causes to be paid away, passed exchanged, or transferred,’ any such notes, bills, &c. is liable to the penalty of the law, and, in pursuance of the instructions of the Attorney General, will be sued therefor, whenever the transgression, sustained by proper evidence comes to my knowledge.

I hope, however, that this notice will prevent future violations of the law through ignorance or mistake, and that when any violation hereafter occurs, there will be a disposition among the citizens to sustain the officers of government in the due execution of the laws, so long as they are found upon our statute book.

JOS. HEMPHILL, JR.

Dep. At. Gen. for the County of Chester.

West Chester, Oct. 22d.

We have positive information that Mr. Nevins, of the firm of Nevins & Robinson, of this city, having received a draft drawn by the Treasurer of the United States on the Collector of Philadelphia for three hundred and seventy-five dollars, called this morning and was promptly refused payment in specie. A check on a non-specie paying bank was proffered and declined.—*Nat. Gaz.*

The Pennsylvania Sentinel records another of a similar kind, though for an amount considerably larger. That paper states upon unquestionable authority that a draft of fifteen hundred dollars, drawn by the Collector at Wilmington, by authority of the Treasury Department at Washington, upon the custom-house of this city, and for which the agent of the Government received a premium of eleven per cent., was presented on Saturday and payment demanded in specie which was positively and unequivocally refused.

Small Change.—In some of our neighbouring cities, in order to keep small change in circulation, it is said, that it has been proposed and adopted to receive and pay small silver coin at the following rates:

5 cent pieces at	6 1-4 cents.
10 do	12 1-2
25 do	28
50 do	55

We understand that the Moyamensing Bank of this city have it in contemplation to receive and pay out small silver coin in change at these rates, where the operation does not at one time exceed twelve dollars.—*Pennsylvanian.*

There were three hundred and forty applications for the benefit of the Insolvent Laws, at the commencement of the present session of the Court.

Anti-Bank Resolutions.—In the lower branch of the Vermont Legislature, Mr. Partridge introduced a resolution, on the 10th inst. declaring it inexpedient to charter or re-charter banks, at the present session, except under the following provisions.

1st. Private property of stockholders to be holden for the redemption of bills.

2d. The failure or refusal of a bank to redeem its notes in gold and silver to work a forfeiture of its charter; and, on the occurrence of such an event, the governor to make proclamation of the fact.

3d. On the suspension of a bank, commissioners to be appointed to take charge of its effects, and wind up its affairs.

4th. In case a person loses through the failure of a bank, the president and directors of such bank liable to indictment for swindling, and, if found guilty, to be punished by imprisonment in the state prison for from three to ten years.

5th. All charters to be under the control of future legislatures.

The resolution was made the order for a subsequent day.

From the Atlas of Tuesday.

THE BOSTON MONEY MARKET.

The week has commenced with a considerable demand for money, the scarcity has prevented many negotiations.

There was a considerable demand for specie to-day for New York account, which adds very much to the present trouble. We did not learn particularly the amount of specie taken, but it did not vary much from \$25,000.

Our brokers are disposed to take checks on New York at par; but some of the banks ask a premium, and therefore the brokers demand specie.

From the Journal of Tuesday.

The Banks in Providence, R. I.—The banks had a meeting on Saturday afternoon, to arrange a system of mutual exchanges, in compliance with the suggestions in the circular of the Bank Commissioners.

The banks recommended a “Committee of Supervision,” to be composed of one from each bank, to decide upon the terms on which balances shall be settled, and upon the security to be given by debtor banks to creditor banks, in case such a course should become at any time necessary.

“That the Providence banks receive the bills of the city banks in deposit and payment, at par, and pay them out without discrimination.

“That all checks on the banks be drawn payable in the current bills of the city banks.

“That in accordance with the recommendation of the Bank Commissioners, the banks do all in their power to keep up a free circulation in the community, of the smaller denomination of coin, for change, and refrain from issuing fractional bills.”

“That when the banks make their exchanges and settle their balances with each other, it shall be done by eleven o’clock, A. M. on Tuesdays, and the payments shall be made in the current bank notes of the other banks in this city, or in such other funds as the creditor bank may accept.

“That the banks in all their transactions, hold in view an early resumption of specie payments.

“That all the dealings of the banks with each other, and with all persons, be conducted with a liberal spirit of accommodation and forbearance.”

The New Haven (Connecticut) Herald of Tuesday says: “A Sub-Treasury check in favour of the Manhattan Bank of New York, for \$13,000, was presented at one of our banks on Saturday, and the specie demanded, and promptly paid. A draft on New York, and bills of the Manhattan Bank, were refused.”

From the N. Y. Courier and Enquirer.

Monday Evening October 21.

The position of our money market has undergone no material change. The pressure remains unmitigated, and the community are looking forward to the relief promised by the banks throughout the week. Stocks generally, are a little better. One considerable failure at least, has taken place. Discount 2½ a 3 per cent. per month.

The following notice in regard to the conversion of country bank notes of this state, is from an authentic source:—

COUNTRY BANK NOTES.

The notes of several of these banks, which have heretofore been purchased at the Redemption Office in this city, have, during the last week, been declined, and this morning, many others (and it is believed nearly all, except those of banks which have made arrangements for the purpose of taking up their own paper) are not purchased at the Redemption Office kept at the Bank of the state of New York.

It is known that the arrangement under which this paper has heretofore been converted, was in substance, that the paper, after being purchased at the Redemption Office, was sealed up and redeemed by the country banks, after a stipulated number of days from such sealing.

This process, it is obvious, requires a considerable advance of money by the banks here which have been engaged in the purchase of this paper—an advance which, at this pressing time, it is found inconvenient to make, without bearing too heavily upon their city dealers; and for that reason, and that only, it is understood the arrangement is discontinued for the present.

There can be no doubt of the entire solvency of the banks whose paper is thus thrown out; and no doubt arrangements will soon be made by them by which the public will be protected against any serious depreciation of their paper.

The following statement embraces all the information we have been able to collect since 'change hours, in relation to our country bank paper. It is necessary to add, however, that so variable are matters in regard to them, generally speaking, that the rate this afternoon may be entirely changed to-morrow. The reason of this uncertainty is, that many representatives of country banks are in the city, for the purpose of making arrangements for their respective institutions, and new arrangements are constantly announcing.

The Commercial Bank of Troy.

Farmers' Bank, Hudson.

Farmers' and Drivers' Bank, Somers.

Orange Bank, New Jersey, 5's and over.

The above are redeemed by the North American Trust and Banking Company at par.

The Merchants' and Farmers' Bank of Ithaca.

Delaware Bank, Delhi.

Bank of Syracuse, Syracuse.

Genesee County Bank.

The above are redeemed by the North American Trust and Banking Company at $\frac{3}{4}$ per cent. discount.

The City Bank, Buffalo.

Commercial Bank, Buffalo.

The above are redeemed by the North American Trust and Banking Company at $\frac{1}{4}$ per cent. discount.

The Bank of Rome.

Steuben County Bank.

The above are redeemed by the Leather Manufacturers' Bank at $\frac{3}{4}$ per cent.

The Bank of Whitestown is redeemed by the American Exchange Bank at 1 per cent. discount.

The Chataque County Bank.

Commercial Bank of Oswego.

Bank of Oswego.

Chemung Canal Bank.

Essex County Bank.

Bank of Lyons.

Bank of Ithaca.

Madison County Bank.

Bank of Orleans.

Sackett's Harbour Bank.

Yates County Bank.

Bank of Whitehall.

Bank of Buffalo.

The above are redeemed by the brokers at rates varying, but not exceeding 5 per cent. discount.

Exchange on Philadelphia 10 a 12 $\frac{1}{2}$ per cent. discount, but late in the day it fell to 9 $\frac{1}{2}$ a 10. Philadelphia Bank notes 12 a 12 $\frac{1}{2}$. A large quantity of western funds were offered at a considerable discount, but found no purchasers. Georgia

funds were offered at 15 per cent. discount, but met with no takers. Notes of the State Bank of New Brunswick, (N. J.) are taken at the usual discount, but the Farmers and Mechanics' Bank in that town are entirely refused, they only offering, it is said, in payment, Philadelphia paper.

Many of our banks decline making collections on Philadelphia, Baltimore, Buffalo, or any of the southern and western states.

Nothing doing in foreign exchanges, nor will there be probably before Thursday.

The flour market is dull; 800 bbls. western have been sold at \$6. Northern rye is held at 72 a 75c. Nothing doing in cotton.

Post notes continue to be bought at 12 per cent. per annum, for the time they have to run, payable at par in Philadelphia money. There is also a new feature. Some brokers pay the notes which are mature, in U. S. Bank bills, with ten per cent. premium: that is, for a post note of 10,000, payable in New York, they give eleven thousand dollars U. S. Bank bills.—*N. Y. Jour. of Com.*

Dividends.—The Bank of New York has declared a dividend of four per cent. for the last six months payable on the 1st November.

Domestic Exchanges.—The rates between New York and other places are thus noted in the Express of Saturday:

During the worst period of the last war, domestic exchanges were never so deranged as at present.—The merchants here are in fact cut off from their southern resources. On all the southern states, New Orleans excepted—the rates are from 8 to 20 per cent., and at this exorbitant price nothing but bank certificates will sell. Private responsibility is at an end. On the east they are getting worse. We trust next week things will be a little better settled. The following are as correct quotations as can be given.

Exchange.	Bank Notes.
Rhode Island - 8 a 10	New England - 1
Philadelphia - 12 a 14	New York Country $\frac{3}{4}$ a 1
Baltimore - 10	Pennsylvania - 12 a 13
Richmond - 12	Maryland - 10
North Carolina - 12	Virginia - 12 a 20
Savannah - 13	North Carolina - 12 a 20
Augusta - 13	Georgia - 13
Charleston - 12	South Carolina - 12
Apalachicola - 25 a 30	Florida - 25 a 30
Mobile - 12	Alabama - 12 a 00
New Orleans - 5 a 6	Louisiana - 5 a 6
Louisville - 8 a 10	Kentucky - 8 a 10
Nashville - 15	Tennessee - 15
Natchez - 20 a 25	Mississippi - 25 a 00
St. Louis - 12	Missouri - 12
Cincinnati - 8 a 10	Ohio - 8 a 10
Detroit - 4	Michigan - 3 a 00
	Detroit - 3
	Indiana - 8 a 10
	Illinois - 8 a 10

From the Express.

THE NEW YORK MONEY MARKET.

Wednesday, 12 M.

The following circular has been issued from the "Bank of the United States in New York." It bears date "October 21st, 1839:—

"Sir—In compliance with the instructions of the Bank of the United States at Philadelphia, I am directed to notify you, that the payment of your notes due to their agency in this city, will be required at maturity.

"I am further instructed to inform you, that from the great desire of the bank to effect a settlement of these claims, they will receive from you, in liquidation of the same, their post notes, bank bills, payable on demand, or the capital stock of the bank, at par, at any time previous to the 5th of November next."

This is a most important document, and one of greatest liberality on the part of the bank. Debtors are allowed to pay their indebtedness at a discount of five and twenty per cent., while the bills of the bank are at 10. The stock is at 25 per cent. discount. With all this liberality on the part of the bank, we should not be surprised to see it set down by some parties as to the disparagement of the bank.

Stocks are on the decline to-day, and the feeling in the street is one of great depression. The stock market has taken a step lower than it has reached before.

3 P. M.

Exchange on England.—The banks are selling at former prices, 9½ to 10. Private bills 8½ to 9 a 9½.

Bills upon France at 5f. 12½ a 5f. 17½.

On Philadelphia, 9½ a 10. The sales this morning were three lots—\$5,000 at 90½, \$3,600 do. and \$2,000 do.

The Quebec takes out but a small amount, either in bills or specie—scarcely enough of either to deserve notice.

— Extract of a letter, dated

New York, Wednesday, P. M.

There is no change in the state of our money market. The distress among men of business is as deep as ever, and the bank directors still as determined to come into no measure which may indirectly affect their ability to continue specie payments. The best paper commands from 3 to 4 per cent. discount. The banks have informed the committee of merchants and traders, who waited on them yesterday for the purpose of urging them to receive and pay out country bank paper, that they (the banks) can come into no arrangement on the subject.—Country Safety Fund notes and state security notes, not redeemed at the banks, are at a discount of 5 per cent. but the brokers have not the means of buying at any rates the whole amount of their notes offered them.

All stocks have declined, U. S. Bank shares have closed at 74, a decline of 2 per cent. Drafts on Philadelphia are selling pretty freely at 8 a 9; Philadelphia bank notes at 9 a 10; Baltimore exchange 10½; Virginia and North Carolina 15. No sales of western funds, though some amount of them is in the market.

A meeting of dry goods merchants is to be held this evening at the City Hotel, to consider on the measures which it will be proper for them to adopt in the present emergency. They avow, I understand, that unless some relief be afforded them either by the banks, or the English agents, or importers, they must in a body, suspend all payments.

About 1000 bbls. flour, (western) have been sold at \$6 for shipment.

Francs for the French packet which sails to-morrow, have been sold to a small amount at \$5,17½ a \$5,20,—*Philada. Gazette*.

The provisions of the Free Banking Law, in the State of New York, which forfeit bank charters on their suspending specie payments will be found below.

§ 29. If at any time the president, directors and company of the said corporations, shall neglect or refuse, for ten days after demand at their banking-house, during the regular hours of business, to redeem in specie any evidence of debt issued by the said corporation, the said president, directors and company shall discontinue and close until they shall resume payments as aforesaid, all their operations and business, except the perfect securing and collecting of debts due, or to become due, to said corporation.

§ 39. Whenever any corporation having banking powers, &c., shall become insolvent, or unable to pay its debts, or shall have violated any of the provisions of its act or acts of incorporation or any other act binding on such corporation, the court of chancery may, by injunction restrain such corporation and its officers from exercising any of its corporate rights, privileges or franchises, and from collecting or receiving any debts or demands, and from paying out, or in any way transferring or delivering to any person, any of the moneys, property, or effects of such corporation, until such court shall otherwise order, &c.

§ 40. Such injunction may be issued on the application

of the Attorney General, in behalf of this state, or of any creditor or stockholder of such corporation, upon bill or petition, &c.

— From the New York Courier and Enquirer.

Wednesday Evening, October 23.

We regret to be compelled to say that the scarcity of money is still felt to an unprecedented extent. Public securities of all kinds could scarcely meet a purchaser at any price. Some sales of business paper were made at 3 a 3 1-2 per cent. per month discount; and United States Bank post notes were offered at 3 1-2 per cent. per month, without buyers. Foreign exchange is plenty, and but few buyers. Exchange on Philadelphia was very heavy at 9 3-4 a 10. Stocks declined considerably.

The application to the banks, to which we alluded yesterday, for the purpose of urging them to receive and pay out Safety Fund notes, has not met with a favourable result.

Meeting of Merchants and Traders.

A meeting of merchants and traders was held last night at the City Hotel, which was very numerous attended, at which the following resolutions were passed unanimously.

At an adjourned meeting of merchants, mechanics, and manufacturers, at the City Hotel, on the evening of the 23d of October, P. H. Schenck, Esq., was appointed Chairman, and J. Amory Secretary.

The committee chosen at a previous meeting made the following report:

That after such inquiries and deliberations as the limited time would allow, they had deemed it expedient to present the following views and resolutions for the consideration of this meeting.

When the suspension of the Philadelphia banks was made known in our city, the whole community willingly put forth their energies to sustain the wholesome position of our institutions, with a full hope of a reciprocal good feeling in return at as early a period as the common safety would admit.

That period having now arrived, it becomes the duty of all to fix upon some course of action which will provide in the most effectual manner for their general protection and benefit; they therefore recommend the following resolutions:

1st. Resolved, That the time is now at hand when abundant crops of cotton, tobacco, and bread stuffs, will effectually relieve the present embarrassment, and that assistance is required only for the next few months.

2d. Resolved, That a committee of ten be appointed by this meeting to call upon the several banks—to urge the necessity of extending their discounts; and that the said committee ascertain from the banks, in writing, and report to this meeting to-morrow evening, such banks as will, and such banks as will not, comply with this request.

3d. Resolved, That the banks be requested to receive in payment for debts, and pay out for notes or bills discounted, the bills of such Safety Fund banks of this State as they may designate, and that the committee ascertain and report to-morrow evening what banks will, and what banks will not, comply with this request.

4th. Resolved, That the Presidents of the several banks be requested to call a special meeting of their Directors to-morrow morning, for the purpose of taking some immediate action upon the requests made in the foregoing resolutions.

5th. Resolved, That unless some effectual measures of relief shall be immediately adopted, we see nothing that can avert the prostration of the mechanical, manufacturing and commercial classes in this city.

6th. Resolved, That a committee of three be appointed by the Chair, to retire and report the names of gentlemen to compose the committee of ten under the second resolution, whereupon

John M. Leavitt, Archibald Gracie, and Robert Jeffrey, Esqrs., were appointed said committee, who reported the names of the following:

Thomas Denny, P. H. Schenck, J. Amory, Joseph Tucker, Charles Wardell, Gabriel P. Dissoway, D. A. Cushman, A. G. Stout, G. Thompson, and Robert Jeffrey.

7th. Resolved, That this meeting adjourn to meet at the

City Hotel on the evening of the 24th instant, at 7 o'clock, to hear the report of their committee, and that the proceedings of this meeting be published in the daily papers, signed by the Chairman and Secretary.

PETER H. SCHENCK, Chairman.

J. ANOYT, Secretary.

Baltimore—Mayor's Veto.

At the session of the City Council on Saturday afternoon, the Mayor returned to the First Branch, the bill authorizing an issue of \$400,000 in small certificates, with the following message, assigning his reasons for declining to approve the bill:

MAYOR'S OFFICE, October 19, 1839.

To the members of the First and Second Branches of the City Council:—

GENTLEMEN—A bill entitled, "an Ordinance authorizing the issue of city certificates in the name of the Mayor and City Council of Baltimore," passed by both branches of the City Council, has been submitted to me for consideration.—The first section of this bill provides for the appointment of four commissioners by a convention of the first and second branches of the City Council, to perform certain duties specified in the bill. As I do not perceive from the nature of those duties any good reason why the course pointed out by the charter for the appointment of all city officers, except the Register and the Clerk of the Council, should be departed from and the head of the executive department of the city government deprived of the right to nominate in this instance—I cannot sanction by my approval a provision so exceptionable, however proper I may consider the bill in other respects. I therefore return you the bill, and suggest a reconsideration of the provision objected to.

Yours, respectfully,

S. C. LEAKIN, Mayor.

The branch then took up the bill for reconsideration, and the question being put, shall the bill pass, notwithstanding the objections of the Mayor, it was decided in the negative, as follows:

Yeas—Messrs. Cross, Pinckney, Russel—3.

Nays—Messrs. Dryden, (President) Randolph, Atkinson, Knotts, Powell, Pindell, Seidenstricker, Sollers, Mathiot, Godfrey Myor, Yeates, Snyder, McDonald, Burns, Keyser, Brown; 16—*Balt. Amer.*

Banks in Virginia.—The National Intelligencer says: It appears from a notice issued by the Cashier of the Bank of the Valley, in Virginia, that that institution is prohibited by the banking law of the state, from renewing any note so long as it suspends the payment of specie.

The condition of a suspension of specie payments places the banks at the mercy of their debtors. If they press the latter, the latter, out of revenge, will harass them for specie and saddle them with costs and damages. They had better resume, pay out the last dollar and wind up. Let the storm have its way. Reason and moderation will return so soon as the shoe pinches, and not till then. When capital is depreciated to half its present nominal value—when real estate declines in the same ratio—when labour produces no reward, and labourers go supperless to bed, then will the People see and feel what dupes they have been made, and not till then. Let them set it.

The Banks in Wheeling had not suspended at the last accounts. A meeting of the citizens had been held, at which the banks were advised to suspend, but they had not determined to do so on the 17th instant.

From the Wheeling Gazette of October 16.

Wheeling Bank.—A meeting of our citizens was held yesterday morning at the court-house, for the purpose of taking into consideration the propriety of a suspension of specie payments by our Banks. John Gordon was called to the chair, and George W. Wilson appointed secretary. A committee of twenty was appointed to report to an adjourned meeting at 7 o'clock in the evening, and after the adoption of a reso-

lution recommending to the banks that no large sums be paid out in specie until after the report of the committee was made, the meeting adjourned.

At 7 o'clock in the evening a large number of persons assembled to receive the report of the committee. The following preamble and resolutions were submitted and adopted:

Whereas, banks have been created for the promotion of the public good; and whereas the banks of this city cannot fulfil the ends of their creation by continuing to pay specie, whilst the banks of the neighbourhood have suspended specie payments, therefore

Resolved, That it is the opinion of this meeting that the banks of this city should suspend specie payments if it be practicable so to do.

Resolved, That the citizens of Wheeling know the solvency of the banks of this city, and will by all fair and honourable means sustain them in such course as they may determine to adopt in the present crisis of financial affairs.

Resolved, That these resolutions are tendered, respectfully, to the boards of directors of the banks of our city with the full confidence that they will determine their course with as strict reference to their duty to the community as to their duty to their stockholders.

The following pledge is circulating throughout Washington and the rest of the District of Columbia.

We, the undersigned citizens of the District of Columbia, without distinction of party, trade or profession, being desirous of preventing the circulation in the said district of notes, checks, or due bills of a less denomination than five dollars, do hereby mutually pledge ourselves each to the other that, during the present suspension of specie payments, we will, in all our dealings with the community, receive and pay out the several silver coins hereinafter specified at the rates following, viz:

5 cent pieces at 6½ cents.	}	In sums not exceeding one
10 do. do 12½ "		dollar.
25 do. do 28 "	}	In sums not exceeding five
50 do. do 56 "		dollars.
6½ }	}	At their nominal value, these being generally much
12½ }		worn.— <i>Nat. Gazette.</i>

We are compelled to postpone till next week, for want of space, the proceedings of the two meetings of Merchants &c. in New York and elsewhere, as also an interesting report of the financial concerns of Tennessee, accompanied by a valuable statistical table.

Much of our present number is devoted to the all-absorbing subject of money matters. The report of the Tennessee bank, though long, will be found interesting. As several of the state Legislatures are now assembled, and others, as well as Congress, will soon convene; many interesting documents relative to the present crisis, and to the general concerns of the states may be expected. The Governor's message inserted in this number, is the first and only one as yet received. We would repeat the request heretofore made, to be favoured by the Secretaries of the different states, with the public documents, printed by order of the Legislatures—especially those on finance, commerce, banks, schools, internal improvements, prisons, &c.

The banks of New Orleans have suspended.

THE UNITED STATES COMMERCIAL AND STATISTICAL REGISTER, is published every Wednesday, at No. 79 Dock street. The price to subscribers is Five Dollars per annum, payable on the 1st of January of each year. No subscription received for less than a year.—Subscribers out of the principal cities to pay in advance,

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Finances of Tennessee.

Report of the Comptroller of the Treasury, to the General Assembly of the State of Tennessee.

October 9th, 1839.

In conformity with the provisions of the tenth section of "an act to provide for electing a Comptroller of the Treasury, and to prescribe his duties," I have the honour to state that within the two years from the first Monday of October 1837, to the first Monday of October 1839, there has been paid into the treasury five hundred and thirty-three thousand nine hundred and twenty dollars and seventy-three cents, viz:

By Clerks of the County Courts,	\$131,922 20
Clerks of the Circuit Courts,	16,774 47
Clerks of the Chancery Courts,	1,341 33
Clerks of the Supreme Court,	1,286 78
Sheriffs,	113,506 21
	264,830 99

Miscellaneous or extraordinary collections, viz:

Life and Trust Insurance Co. bonus of 1838, - - - - -	\$750 00
Memphis Bank, interest on U. S. surplus to July, 1838, - - -	1,023 93
Union Bank, do. to Jan. 1839, -	21,220 62
Planters' Bank, do. do. do. -	18,233 22
Marine and Fire Insurance Co. bonus of 1838, - - - - -	750 00
Memphis Bank, interest on U. S. surplus to Jan. 1839, - - - -	1,036 40
Union Bank, do. to July 1839, -	10,610 23
Planters' Bank, do. do. do. -	9,116 61
Memphis Bank, do. do. do. -	518 20
Planters' Bank bonus of 1838, -	10,000 00
Bank of Tennessee, annual dividend—	
for School fund, - - - - -	100,000 00
for Academies, - - - - -	18,000 00
Albert M. Lea, surplus on hand as Chief Engineer of Central Railroad, - - - - -	663 63
C. C. Abernathy, costs refunded, -	20 00
John Trimble, a forfeited recognition by Owen in Williamson county, - - - - -	4,000 00
	269,089 74

Total amount received, - - -	533,920 73
On hand at last report, - - -	75,437 31

\$609,358 04

Within the same period the disbursements have been four hundred and ninety-two thousand seven hundred and fifty-eight dollars and sixty cents, viz:

For transporting convicts to the Penitentiary, - - - - -	\$6,129 92
Wolf scalps, - - - - -	1,318 00
Costs of Criminal prosecutions, -	45,485 36
Judiciary expense, viz:	
Supreme Court, Judges salaries, - - - - -	12,150 00
Chancellors do. do. - - - - -	9,750 00

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Circuit Court, do. do.	41,465 08
Attorneys, do. do.	5,600 09
	68,965 17
Executive expense, - - - - -	17,558 00
Legislative do. - - - - -	68,313 88
Internal improvements, - - - -	3,163 03
Geology, - - - - -	1,976 00
Lunatic Asylum, - - - - -	17,500 00
Memphis Hospital, - - - - -	5,000 00
Public printing, - - - - -	9,901 15
County Commissioners, - - - -	60 00
Tax Lists, - - - - -	2,232 50
Common School fund, - - - - -	113,926 42
Survey of Ocoee district, - - -	11,063 50
Transportation of public arms, -	9 00
Bank of Tennessee, - - - - -	1,500 00
Yerger's Reports, - - - - -	1,971 37
Meigs' Reports, - - - - -	93 33
Sinking fund, - - - - -	97,145 74
Union Bank, - - - - -	2,543 50
Colonization Society, - - - - -	380 00
Caruthers and Nicholson's digest, -	11,004 00
	487,270 31

Miscellaneous disbursements, viz:

Amos Grigsby, a forfeited recognition refunded to him, - - -	975 00
E. C. Crisp, running county lines, -	5 50
Jona. T. Bradley, Shff. tax refunded, -	18 00
Daniel Fox, annuity of 1837, - - -	40 00
Austin Miller, state line Commissioner, - - - - -	296 00
John D. Graham, do. do. - - -	1,234 00
W. E. Anderson, Atty. in bank suit, -	500 00
James Wear, Hiwassee purchase refunded, - - - - -	166 50
James Bradford, Shff. tax releases, -	13 25
Robert Loyd, do. do. - - - -	28 63
Daniel Fox, annuity of 1838, - - -	40 00
Payne and Porter, Internal Improvement contract, - - - - -	999 00
John W. Needham, special act, - - -	450 00
David Williams, do. do. - - -	4 75
Samuel Callahan, Shff. tax releases, -	49 33
W. B. Foster, apprehending fugitive, -	300 00
W. P. Brooks, do. do. - - - -	850 00
	5,468 29

Total amount paid out, - - - -	492,758 60
Which sum being taken from amount received, -	609,358 08

Leaves at this day a balance in the Treasury, \$116,599 48

Whole amount of Warrants issued and receivable into the Treasury, }	547,834 40
Of which there has been received, - -	318,686 51

Leaving uncollected, - - - - - 29,147 89

Whole amount of warrants issued and payable out of the Treasury, }	498,436 69
Of which there has been paid, - - -	492,823 48

Leaving unrepresented and unpaid, - - - 5,613 27

As directed by the 44th section of the Act of January 24th, 1838, chapter 148, I have made annual settlements with the Superintendent of Public Instruction from the books of his office.

In the first settlement it appeared that from the commencement of his duties to the day of passing the Act above referred to, he had collected or received, viz:

From the Planters' Bank, for bonus, interest, &c.	\$33,190 38
Union Bank, - - - -	1,610 69
Memphis Bank, - - - -	1,833 87
Life and Trust Company, - - -	750 00
Marine and Fire Company, - - -	3,66 37
Mason Lee's estate, - - - -	4,70 00
Joel Parish's securities, viz:	
Clerk of Davidson } Circuit Court,	468 67
Do. do. }	323 21
R. P. Currin, - - - -	681 87
John Shelby, - - - -	686 70
Joseph Norvell, - - - -	109 60
D. A. Dunham, - - - -	702 15
Solomon Clark, - - - -	200 00
	3,172 20

In. on loans made by the Superintendent, 3,537 50

Collections due old State Bank at	
Nashville, - - - -	52,046 37
Do. do. at Knoxville, - - - -	56,077 36
Do. by county agents, - - - -	188,792 12
	318,706 86

That he had disbursed, viz:

On Postage account, - - - -	403 70
Costs on law suits, - - - -	551 12
Stationery and Printing, - - - -	400 19
Union Bank Stock, - - - -	774 00
Redeeming notes of old State Bank, - - -	801 91
Miscellaneous, - - - -	309 64
Expense at Knoxville Branch, - - - -	202 63
County agents salaries, - - - -	5,830 51
Vested in Planters' Bank stock, - - - -	231,700 00
	240 973 62

Balance in the hands of the Superintendent, \$107,733 19

In adjusting the account for the next year from the 21st January, 1838, to 24th January, 1839, it appeared that he had received, viz:

From county agents, - - - -	63,677 20
Planters' Bank, - - - -	28,472 50
Memphis Bank, - - - -	2,425 39
Union Bank, - - - -	1,641 96
Knoxville Branch, - - - -	400 00
Miscellaneous, - - - -	10,080 61
	106,697 66

Amount on hand at last settlement, - - - 107,733 19

214,430 85

That he had disbursed, viz:

Expenses at Knoxville Branch, - - - -	933 33
Bank of Tennessee, stock account, - - -	92,393 71
Sinking fund, - - - -	12,000 00
Expense at the agencies, - - - -	2,985 70
Miscellaneous expense, - - - -	2,280 01
	110,392 75

Balance on hand 24th January, 1839, - - - \$104,038 10

The first instalment of one half of the United States surplus deposits in the Union, Planters', and Memphis Banks has been promptly paid by the banks respectively, to the Bank of Tennessee, amounting in all to \$674,837 33

The whole amount of school fund in the Treasury and liable to distribution on the first Monday of January last, was only \$15,551 46, and this sum has been disbursed to the several counties as applied for in the proportions assigned by law. At the close of the first Bank year, the annual dividend required to be made by the Bank of Tennessee, of one hundred thousand dollars for the use of Common Schools, and of eighteen thousand dollars for the use of County Academies, was duly set apart by the directors, and placed in the Treas-

ury. The Common School portion has been distributed generally to the counties in their due proportions; all having applied except the counties of Pentress, Lauderdale, Johnson, Dickson and Ha. din. The eighteen thousand dollars assigned to Academies remains in the Treasury, and I would respectfully suggest the propriety of prescribing by law the rules and principles of making the distribution amongst the Academies. The only counties that have given notice of their claims are Franklin, Bledsoe, Gibson and Weakley.

No application has yet been made at the Treasury by holders of State Bonds for the semi-annual interest as it has become due except to a limited extent from the Lagrange and Memphis Railroad, but the liabilities of the Treasury in that branch of expenditure has increased, and is still increasing to such an extent as to demand the serious attention of the General Assembly.

In my last report to the Legislature I took occasion to suggest the propriety of making some specific and effectual regulation in the execution of bonds by Collectors of Public Revenue. I again refer to the subject with a confidence which has been increased and confirmed by further experience.

The compensation which has been allowed to the clerks of the county courts for making a duplicate of tax lists for the Comptroller's office, though increased fifty per cent. by an act of the last session, seems to be still inadequate to the labour necessary in execution of the work; and by way of relief to the clerks and to the treasury, it might be advisable to require a general aggregate only of the property, polls and taxes for a few years, at a compensation equivalent to the diminished labour. The extended lists of the last four years now in the Comptroller's office, will answer all useful purposes, unless important departures or deficiencies in aggregates hereafter rendered may indicate the necessity of returning again to full and perfect duplicates of the entire lists.

The amount of revenue derivable from the tax on property and polls, remains with no material increase or diminution, whilst it is manifest from the settlements now daily made with the clerks of the county courts, for the year 1839, that the important item of tax on merchants' license has fallen off to an extent, which if continued in future years may materially affect our means of meeting the public demands. For the present, however, there is no just ground to apprehend that the ordinary receipts will be insufficient to answer the purposes of the Treasury, unless objects of extraordinary expenditure should be considerably multiplied.

The annexed tabular statement is condensed within as narrow limits as practicable, in giving an intelligible view of the resources and available means of the whole state. It exhibits separately the quantity and value of each description of taxable property, and number of polls for the present year; the amount of taxes paid by clerks and by sheriffs in 1838; the average value of state tax, land, and of taxable slaves for 1838 and 1839 in each county separately; in each principal division of the state; and finally the entire computation of the whole state in one view. The calculations are accurately taken from the returns of the present year except from the counties of Carter, Fentress, Giles, Warren, Perry and Tipton. From these no returns have been received at all, or they have been made so imperfectly, that I have adopted the returns of those counties made in former years, and which, it is believed will vary but little from the present condition of each.

Respectfully submitted,

DANIEL GRAHAM.
Comptroller of the Treasury.

COMPTROLLER'S OFFICE,
Nashville, Tennessee. }

[NOTE—For Table, see pages 308, 309.]

A town meeting was called at Winchester Va. on the subject of providing a currency for small change, when a resolution was offered appointing a committee to ask the aid of the town council, through the medium of the Frederick county Savings Institution to provide a responsible currency suited to the wants of the community. The resolution was adopted and the committee appointed.

From the Register, October 4, 1839.

Extensive Conflagration in Mobile.

On Wednesday evening, about half past ten o'clock, the wooden workshop of Messrs. Gwinn & Brandt, in the rear of their store on Dauphin street, was discovered to be on fire, and before any assistance could be rendered, the flames spread to the surrounding buildings, the goods contained in which served only to augment the fury of the fire. After continuing for about three hours, it was got under by the skill of the firemen, though fears were entertained for the safety of the whole block, from the difficulty experienced in playing on the back buildings. At this time, a flame was seen issuing from the roof of the City Hotel, adjoining our office, which spread with such rapidity that all efforts to save the house, were unavailing. The stream was then turned on our office, and we escaped the almost certain danger which threatened us. The value of the property destroyed, must be near \$200,000. Both fires were evidently the work of an incendiary, and the City Authorities, at their meeting yesterday, very properly offered a reward of \$1000 for the apprehension of any one concerned in the malignant deed.

Dauphin street.—Gwinn & Brandt, cabinet-makers, store and workshop, owned by Jotham Clark—insurance \$8,000. B. & J. Newhouse, warehouse, insured.

George Davis, Jr., grocery store; insurance \$8,000—owned by Mr. Pian.

Owen & Gould, drug store, owned by G. Chieghasola; stock valued at \$40,000—insurance \$10,000.

Royal street.—City Hotel, owned by Mrs. Robb, occupied by Mr. Field—building insured for \$25,000; furniture \$7,000. In the basement story, there was a bar-room kept by Mr. Gusling; a barber-shop, by Elam Page, and the music store of Bromberg & Koons, all of which, and the out-buildings, were totally destroyed.

Two small wooden houses, next door south of the Law Buildings, were pulled down, in order to prevent the fire from crossing the street.

Among those who have suffered by removing their property, &c. are Hodge & Pitt, J. M. Sumwalt, Ledyard, Hatter & Co. J. Bryan, D. Maynard, J. B. Todd, W. Poole, D. Smith, Lincoln & Pearce, E. Chidsey, & the Register Office.

The following is a list of the losses sustained by the different insurance companies in this city:—Alabama Life and Trust Co., \$17,000; Mobile, \$10,000; Fireman's, \$4,000; Merchants', \$1,500; New Orleans, Ocean, \$10,000; Georgia Insurance and Trust at Augusta, \$16,000; Charleston Life and Trust, \$5,000; Howard, New York, \$5,000; and Insurance Co. Hudson, New York, \$3,500.

From the Mobile Mercantile Advertiser, Oct. 8.

Awful Conflagration.

ELEVEN SQUARES DESTROYED BY FIRE.

We have only time this morning before going to press, to announce the occurrence of the most awful and destructive fire which ever before occurred in our unfortunate and ill-starred city. Last night, at about eight o'clock, when the wind was blowing almost a gale from the South East, the fire broke out in an old wooden building in the rear of the house on the South East corner of Dauphin and Conception street, owned by Mr. Pinto.

The adjoining buildings, being all of wood, the fire was soon communicated to them, and in a few minutes crossed Conception street. Here it had full sweep—the buildings being very compact, and all of wood, and the wind south-east—the fire swept over the two squares west of Conception, from Conti, on the south, to St. Francis on the north, with unexampled and terrific rapidity. Proceeding west, it crossed St. Joachim street, then Jackson; here it extended one square further north, to St. Michael street; and then, three solid squares abreast, all in one grand terrific flame, it swept onward to Claiborne street, and crossed it, sweeping every thing to Franklin.—Here, at about twelve o'clock, the wind fortunately abated; in consequence of which, and the blowing up of several buildings on the west side of Franklin street, the progress of the devouring element was stayed. Not,

however, until six or eight buildings on the west side of Franklin had been destroyed. The dwelling of Duke Goodman, Esq., on the corner of Dauphin and Franklin, were blown up.

Thus all the buildings on the north side of Conti from Conception to Franklin, a distance of four squares—all on both sides of Dauphin, to the same extent on both sides of St. Francis, to the same extent, with the exception of three buildings on each side at the corner of Conception—all the buildings on the south side of St. Michael, from Jackson to Franklin—all on the cross streets of Conception, St. Joachim, Jackson, Claiborne and Franklin—and probably twenty or thirty buildings besides, in the vicinity, within the limits described above, numbering it is supposed about FIVE HUNDRED BUILDINGS, have suddenly been reduced to ashes!

By this awful calamity, probably two hundred families are turned into the streets, many of whom are poor and penniless, and will depend entirely upon public charity for a place to rest their weary heads, and for bread to appease their hunger. The flames extended with such rapidity, that but little property could be saved, and many, very many, have lost their all. We are unable this morning to descend to particulars. It is impossible to convey any idea of the distress produced. The removal of the sick and consequent exposure, excitement and alarm, we fear will in many instances be productive of fatal results.

The origin of the fire is attributed to incendiaries, and we understand that two persons were seized on suspicion and lodged in jail. Can it be possible there can be found in human shape, such base, fiendish monsters? Mobile seems indeed a doomed city.—Have we not drank deep enough of the bitter cup of adversity and affliction? When and where will our calamities end? Alas! Heaven only knows.

Great Fire at Vicksburg.

By the steamer Commerce, arrived last night from Vicksburg, we have received the Vicksburg Whig of the 8th inst. which contains the news of another destructive fire, as follows:

Our city has again been visited with a destructive fire, perhaps the most destructive which has occurred for years. At about one o'clock yesterday morning the flames were seen issuing from the office of John F. Pierson, Esq. Attorney at Law, on Cherry street, and with such rapidity did they spread that in a few minutes the whole block of buildings from Main to Magnolia street were in a blaze. The extreme dryness of the weather for the last three months, and the buildings on Cherry street being all frame, rendered it impossible to check the progress of the fire until it had burned the office in which it originated; the office of Messrs. Church & Turnbull, Mott & Bryson, Hurst & Taylor, William A. Lake, Esq. Dr. Chewing, John H. Martin, Geo. S. & J. S. Yerger, and the office of Messrs. Prentiss & Guion. The residences of Hon. S. S. Prentiss and R. H. Crump, Esq. at north end of Cherry street were also burned. Proceeding south it consumed the jewelry store of D. B. Downing, at the corner of Cherry and Main streets, and advancing its ravages down Main; burned several offices, together with the fine brick store of Messrs. Crump, together with several warehouses in the rear and further down the street. A high wind was blowing during the whole time, and too much praise cannot be awarded to our gallant firemen for the noble manner in which they combated with the flames, and finally conquered them. It is almost a miracle that the frame building on Main street, occupied by Thos. A. Marshall, was not burned; and in the event of its burning, the whole square must have been destroyed.—All of the buildings adjoining were on fire several times, but the untiring perseverance and indomitable courage of our firemen, saved them in spite of all disadvantages, among which no inconsiderable one was the great scarcity of water. We have heard no estimate of the damage yet, but the loss of the Messrs. Crump is very severe, not less than \$20,000 and no insurance. The fire is unquestionably the work of incendiaries, as two men were seen leaving the premises at the moment the fire was discovered, and our citizens will do well to be on the alert.—N. O. Bee.

A TABULAR STATEMENT

Of the Taxable Property and Polls of the State of Tennessee for the year 1839; the amount of Revenue paid by Sheriffs and by Clerks, for 1838; and the average value of State Tax, Land, and taxable Slaves for 1839 and 1838.

COUNTIES.	State Tax Land.		School Land.		Town Lots.		Slaves.	Value.	Pleasure Carriages.		Wh. Polls.	Collections by Sheriffs, 1838.	Collections by Clerks, 1838.	Average per acre, 1839.	Average value slaves, 1839.	Average per acre, 1838.	Average value slaves, 1838.
	Acres.	Value.	Acres.	Value.	No. of.	Value.			No. of.	Value.							
EAST TENNESSEE.																	
Anderson,	99,926	296,963	136,494	36,656	55	3,625	189	79,715			644	270 14	313 20	2 97	421	2 66	454
Bledsoe,	62,797	400,410	198,973	82,969	53	16,680	240	140,400			603	348 67	456 10	6 37	585	6 37	585
Blount,	190,092	832,846	172,751	77,331	196	54,267	407	172,251	3	1,000	1,318	671	662 40	4 37	423	3 96	414
Bradley,	8,450	61,610					175	89,357	2	600	848	122 69	878 10	7 29	510		
Campbell,	80,176	270,345	425,198	75,568	33	7,018	105	54,950	3	840	664	273 09	309 56	4	533	3 37	518
Carter,	65,676	340,762	102,468	67,461	66	31,850	144	79,700			607	303 68	36				
Clairborne,	134,646	493,142	55,679	65,625	39	33,900	271	134,495			998	430 52	739 28	3 73	496	3 42	464
Cocke,	69,518	453,024	161,688	82,836	81	22,122	272	119,050	2	275	708	398 23	419 31	6 61	437		
Grainger,	151,329	694,286	62,980	70,351	52	16,125	427	199,125	6	930	1,119	587 19	597 88	4 52	442	4 40	459
Greene,	238,700	1,257,914	139,959	119,588	98	79,320	481	201,755	4	595	1,880	982 81	1,073 26	5 26	419	5 22	421
Hamilton,	37,380	185,085	25,760	18,073	54	7,020	162	86,425	5	1,290	805	244 40	1,064 40	4 93	534	3 93	516
Hawkins,	216,911	936,905	132,981	110,232	107	49,624	642	305,950	8	2,175	1,681		517 02	4 31	476		
Jefferson,	175,437	1,023,267	62,488	108,379	239	58,047	532	251,310	15	2,263	1,983	793	921 54	5 83	472	5 96	461
Johnson,	27,723	133,533	164,180	77,710	40	11,850	77	27,850			336		129 62	4 81	362	5 10	368
Knox,	287,364	1,246,860	30,048	40,041	209	364,805	776	343,355	29	3,590	1,648	1,100 63	2,618 82	4 33	442	4 21	534
M'Minn,	240,666	1,054,305	22,599	22,021	268	116,740	544	269,675	16	3,678	1,370	851 37	830 71	4 46	495		
Marion,	44,472	271,516	228,472	137,930	99	16,639	156	84,250	2	300	635		70 34	6 10	540		
Meigs,	67,305	306,518	25,090	26,752	102	17,094	144	71,600	2	300	512	237 72	305 68	4 55	497	4 19	499
Monroe,	215,020	875,598	33,583	23,933	160	50,092	370	172,033	3	600	1,182	673 97	884 40	4 06	437	3 74	453
Morgan,	9,058	34,230	492,345	85,720	9	1,653	36	12,650			248	92 15	110 40	3 77	351		
Rhea,	70,110	342,475	75,737	16,521	82	9,980	163	82,130	3	450	432	222 69	382 25	4 89	504	3 58	456
Roane,	203,728	858,240	99,387	63,400	76	44,005	526	263,862	7	1,485	1,086	700 26	878 13	4 21	501	4 11	493
Servier,	73,369	376,018	280,219	66,399	43	12,880	163	81,650	4	450	722	323 90	486 06	5 12	504	4 97	482
Sullivan,	172,101	912,097	77,363	34,020	221	65,933	480	202,725	3	1,350	1,226	711 82	809 22	5 29	422		
Washington,	178,917	1,094,469	34,991	38,489	93	85,441	396	185,770	3	425	1,231	802 23	600 71	6 11	466	6 33	397
Total East Tennessee,	3,119,869	14,752,438	3,232,253	1,547,995	2,475	1,176,642	7,879	3,712,033	120	23,783	23,786	12,009 35	18,056 01	4 90	469	4 31	465
MIDDLE TENNESSEE.																	
Bedford,	248,062	1,847,222	36,386	91,696	195	97,998	1,871	1,033,466	23	5,325	2,002	1,592 98	1,774 34	7 52	552	7 13	549
Cannon,	55,458	366,046	94,424	115,687	73	39,737	260	141,680	2	220	794	584 19	638 24	6 49	545	6 27	550
Coffee,	102,457	520,614	157,690	157,564		26,155	481	266,250	4	575	898	394 36	237 17	5 08	559	5 53	547
Davidson,	309,001	4,377,723	90,188	49,938	913	8,188,893	5,174	2,904,426	163	55,722	2,519	4,642 74	13,167 18	14 16	561	14 18	578
De Kalb,	43,583	227,046	135,238	96,107	139	23,820	205	108,150	3	338	636	241 98	223 36	5 20	527	4 77	549
Dickson,	132,909	379,868	126,498	92,069	80	19,381	659	381,200			603	482 30	590 77	2 85	577	3 11	561
Fentress,	45,778	146,568	256,309	45,920		3,796	39	19,750			382	145 84	175 10			3 20	506
Franklin,	125,375	919,145	100,736	77,904	111	99,490	1,256	716,900	18	6,525	1,061	1,178 87	1,198 30	7 25	570		

Giles,	253,124	1,862,552	14,284	46,721	158	237,324	3,059	1,950,176	24	7,800	1,690	2,166 53	1,889 19	4 18	495	4 08	503
Hardin,	77,037	322,182			92	22,952	330	163,620	5	400	886	484 39	454 83	4 76	500	4 04	578
Hickman,	83,634	406,379			81	12,691	692	346,825	3	900	875	480 69	586 45	3 71	547	3 12	433
Humphreys,	77,456	287,571			101	12,090	320	175,140			523	296 17	586 45	4 55	522		
Jackson,	121,294	552,628			163	23,302	511	266,952	1	500	1,338	602 29	430 45	4 55	522		
Lawrence,	36,393	267,248			79	23,880	291	162,450	14	1,905	681	281 08	439 22	7 34	568	7 97	568
Lincoln,	234,388	1,708,908			145	135,220	1,855	1,093,717	23	6,035	2,170	1,663 10	1,690 94	7 29	589	7 30	588
Marshall,	213,583	1,443,405			136	38,194	1,289	780,640	6	1,267	1,428	1,178 50	1,130 91	6 71	605	7 34	570
Maury,	321,153	3,509,087			320	484,304	4,887	2,890,070	87	30,655	2,202	3,623 50	3,372 81	11 26	591	10 71	594
Montgomery,	317,007	1,526,286			272	245,495	2,932	1,675,536	40	11,080	1,345	1,663 50	1,561 20	4 81	575	4 64	587
Overton,	151,693	418,842			85	11,191	369	998,005	1	200	1,010	490 02	579 41	2 76	536	2 68	492
Robertson,	251,778	1,003,591			93	48,815	1,756	937,745	9	2,050	1,308	1,088 42	770 13	3 98	534	3 88	516
Rutherford,	301,121	2,904,207			298	231,607	3,967	2,355,295	58	23,145	1,910	2,863 35	2,059 21	9 64	593	9 24	598
Smith,	232,671	1,357,686			222	49,658	1,981	1,105,500	8	1,600	1,211	1,463 65	1,255 45	5 79	568	5 73	531
Stewart,	160,524	470,314			188	33,095	844	444,321	2	350	835	555 22	685 43	2 92	526	2 90	430
Sumner,	289,519	2,288,616			291	245,093	3,216	1,852,006	45	12,741	1,813	2,300	2,053 86	8 90	575	8 00	570
Warren,	97,281	484,875			55	54,025	537	270,425	6	1,950	1,560	587 44	118 99	6 70	488		503
Wayne,	39,637	266,719			68	15,065	298	145,475	4	910	862	265 90	489 23	3 60	488		
White,	134,861	591,364			67	28,588	440	222,872	5	550	1,091	645	785 18	4 35	506	4 26	508
Williamson,	330,394	3,261,512			316	353,890	4,775	2,863,913	81	24,482	1,969	3,345 13	3,520 39	9 87	599	10 89	614
Wilson,	313,838	2,236,461			173	216,011	2,763	1,612,610	9	2,375	2,350		2,032 18	7 18	583	6 95	586
Total Middle Tennessee,	5,100,909	35,948,663	3,216,530	2,436,173	4,914	6,026,757	47,067	27,084,515	644	199,560	38,271	38,613	49,519,907	6 35	552	6 07	546
West Tennessee.																	
Benton,	35,748	124,884			73	11,910	89	40,985	2	215	479	138 14	210 36	3 49	561	3 83	544
Carroll,	206,967	675,079			140	52,116	939	496,125	10	2,895	1,213	691 33	1,005 37	3 26	528	3 23	518
Dyer,	296,589	738,736			88	19,800	388	198,750	2	200	422	431 04	278 83	2 48	512	2 13	502
Fayette,	322,934	2,266,599			423	313,975	4,879	3,061,086	107	31,755	1,408	2,694 15	3,013 77	7 62	627	7 31	634
Gibson,	304,728	952,069			137	47,317	1,296	631,530	15	3,300	1,260		1,801 04	3 12	487	3 12	448
Hardeman,	162,874	1,038,119			176	90,321	2,343	1,380,700	50	11,320	1,100	1,288 62	1,295 17	6 37	591	5 78	545
Haywood,	318,348	1,496,624			193	132,602	2,922	1,591,150	71	16,043	1,052	835 72	4 70	554	5 24	504	
Henderson,	114,320	465,896			131	47,815	880	489,680	7	2,050	1,223	556 42	695 10	4 06	556	4 03	560
Henry,	211,923	980,504			126	101,555	1,537	831,586	28	6,070	1,368	965 85	1,168 47	4 62	541	4 55	557
Lauderdale,	241,539	661,138			288	31,732	376	191,550	2	800	879	218 87	432 62	3 25	513	2 13	500
M'Nairy,	35,436	115,294			80	24,365	307	157,625	53	14,114	1,386	1,732 59	2,379 25	5 79	508		
Madison,	263,534	1,527,460			290	334,114	2,707	1,575,000	3	900	483	486 66	270 56	2 40	574	2 36	561
Obion,	328,505	790,801			87	22,355	247	141,800			823		395 84				
Perry,	73,261	298,151			109	10,304	241	136,475	64	16,895	1,058	1,895 20	1,256 44	4 96	525	5 44	606
Shelby,	362,313	2,166,051			606	716,830	2,854	1,498,292	31	8,822	643	2,154 28					
Tipton,	238,860	1,184,170			537	210,433	1,428	874,660	31	8,822	643						
Weaver,	244,428	595,725			90	49,500	640	334,670	7	1,094	941	548 41	512 06	2 43	522		
Total West,	3,763,007	16,077,236	9,597	38,723	3,574	2,226,094	24,073	13,646,664	452	116,473	16,044	12,539	37,18,315	4 11	540	3 98	538
Middle,	5,100,909	35,948,663	3,216,530	2,436,173	4,914	6,026,757	47,067	27,084,515	644	199,560	38,271	38,613	49,519,907	6 35	552	6 07	546
East,	3,119,869	14,752,438	3,232,253	1,947,995	2,475	1,176,642	7,878	3,712,033	120	23,783	23,786	12,009	35,18,056	4 90	469	4 34	465
Grand Total,	11,983,785	66,778,334	6,458,380	4,022,901	10,963	9,429,493	79,018	44,443,212	1,216	339,816	78,101	63,162	21,88,280	5 59	560	5 36	540

PHILADELPHIA TOWN MEETING.

The adjourned meeting of citizens to recommend some measures to relieve the community in the present emergency, arising from the suspension of the Banks of Philadelphia, and to receive the report of the committee appointed at the previous meeting to inquire into the causes of such suspension, was held in the State House Yard on Saturday afternoon.

FREDERICK STOEVER, Esq., was appointed President, and

Thomas B. Florence, Wm. J. Young, A. Draper, Wm. Campbell, Enoch E. Camp, P. Eleman and James McCann, Vice Presidents, and

Joseph M. Doran, C. B. F. O'Neil, Thos. Foster, Jr. S. C. Thompson and Thomas B. Town, Secretaries.

The assemblage was one of the largest ever held in Independence Square, there being not less than 4000 persons present.

The meeting was eloquently addressed by Wm. L. Hirst, Esq., Joseph M. Doran, Esq., Wm. D. Kelly, Col. Thomas B. Florence, and Mr. Kerrison.

Lewis M. Troutman, on behalf of the committee appointed at the last meeting, submitted the following report and resolutions, which were adopted by a unanimous acclamation.

Whereas, the banks of Philadelphia have concurred in a suspension of specie payments, in violation of the law, and whereas, the causes which have led to this act have been, to a certain extent, beyond the control of some of them, yet still it is believed that they, in common with the others, have largely contributed to this unfortunate crisis by imprudent management; and we note, among their conspicuous errors, unwise investments; large loans to a few, in preference and injury to the rights of the many; and the issue of post notes by some of the banks: And whereas, it is just, expedient, and indispensable that institutions, created and governed by laws, should not—even when the palliation of stern exigency exists—be insensible to the influence of law, and the opinions of the people:

But, inasmuch as the Banking system of the State is so interwoven with the credit, business, and prospects of the community, that sudden prostration, or popular assault, would involve many great interests of the people in confusion:

Therefore, with the view of extending to the community proper protection, and to the defaulting banks such checks and restrictions as are necessary under the existing circumstances of the crisis, be it

Resolved, That the Governor of this Commonwealth be requested, in his discretion, to use his constitutional powers to see that the laws be duly respected, and the rights and interests of the community vigilantly guarded.

Resolved, That the Auditor General be requested to call on the Banks of Philadelphia to furnish him with statements of their condition, and publish the same for the information of the public.

Resolved, That it be recommended to the next Legislature to appoint a committee to visit, inspect and report the condition of the various Banks in the city and county of Philadelphia, and adopt such reforms of the Banking System as its abuses require.

Resolved, That it is expedient to discountenance the emission of any bills under five dollars, by any corporations or individuals, and, to effect this view,

Resolved, That we expect that the various Banks, excepting the United States Bank, shall redeem in specie their five dollar notes, and that the Bank of the United States shall redeem, in specie, their ten dollar bills, in order to furnish the community with the only practicable circulating medium for sums of small amount; and we most earnestly recommend to all persons to set their faces against selling small sums of specie, under the confident belief that the mischief which will result from such practice will be more sensibly felt by the citizens than the small profit realized; and that a general adherence to this recommendation will be the only means to avert the issues of bills from one to five dollars, which otherwise might be resorted to, in order to meet the positive necessities of trade.

Resolved, That we recommend to the community the propriety of a moderate and temperate course of conduct

towards the Banks, during the present crisis, believing that the laws are adequate to protect the interests of the public, and that any other course will postpone the resumption of specie payments to an indefinite period; and that we will lend our influence to sustain those Banks which shall manifest a disposition to accommodate the public, respect the laws, and extend assistance to all the mechanic, manufacturing and mercantile classes of the community, in just proportions, during the present pressure.

Resolved, That we strongly urge upon the next Legislature the propriety of refusing any new bank charters; and we remonstrate against the increase of corporations generally.

Resolved, That we approve of the sentiments avowed by his Excellency, Governor Porter, in his late letter to the Attorney General.

Resolved, That we protest against the issue of bills by our City Corporation, and urge the Councils to reject the measure.

Resolved, That the course recommended to be pursued by Governor Porter, is one which was required by the exigency of the times, and meets with our warm and hearty approbation.

Resolved, That we have every reason to believe that the able measures and patriotic views of the Governor will be fully carried out by our efficient and talented Attorney General, Ovid F. Johnson.

Resolved, That in the enforcement of the existing laws in relation to paper issue, the people have a powerful remedy in preserving and protecting themselves from a depreciated and worthless currency.

Resolved, That a Committee of Vigilance and Superintendence of fifteen be appointed to prepare an address to the public, to recommend, from time to time, such measures as may be conducive to the public interests, and generally to see that the objects of these resolutions shall be faithfully accomplished.

The following gentlemen compose that committee:

L. M. Troutman,	Samuel C. Thompson,
William L. Hirst,	Charles J. Ingersoll,
Joseph M. Doran,	Abel M. James,
H. A. Salter,	Andrew Miller,
Henry Horn,	William C. Parker,
William J. Young,	Thomas B. Florence,
Enoch E. Camp,	William White,
	Alexander Brown.

The following resolution was offered and adopted:

Resolved, That a memorial, signed by the officers of this meeting, be presented to the Legislature, praying that the laws for the collecting of all BANK NOTES under \$100 shall be so altered that their collection shall be similar, as regards time and the powers of the magistrate, to what sums of \$5 and under now are, and that on a neglect or refusal of the president or cashier to endorse notes over \$100 when specie shall be demanded and refused, the penalty shall be \$100; and for every note so neglected or refused, under the plea that the president or cashier is absent from the bank, or attending to other business, the penalty shall be \$25—and the interest on all notes for which specie shall be demanded and refused, shall be at the rate of 20 per cent. per annum, from the date of such refusal.

Small Change.—The Delaware (Wilmington) Gazette states that in order to make change in the market of that city on Saturday last, a number of the one dollar notes of the new Union Bank were cut in two to make fifty cent tickets.

Expenditure of the Precious Metals.—It is computed that at least fifty thousand pounds sterling worth of gold and silver are annually employed at Birmingham, England, for gilding and plating, and therefore, forever lost to the world as bullion.

The Directors of the "Trenton Water Works" have declared a semi-annual dividend of one dollar and fifty cents one each share of capital stock.

Dividend.—The Trenton Delaware Bridge Company have declared a dividend of fifty cents on each share of capital stock.

Meeting of the Merchants of N. Y. in relation to the Financial Crisis.

The extreme scarcity of money in this city has induced a movement on the part of some of our merchants, with a view to obtain relief. A meeting was held at the City Hotel on Wednesday evening, at which a committee previously appointed, made a report.

In accordance with its recommendations, another committee was now appointed, to wait upon the different banks in the city, and request them, 1, to enlarge their discounts, and 2, to take the notes of all Safety Fund Banks at par.

In the course of yesterday, the committee performed the duties assigned them, soliciting from each bank, as instructed by the meeting, a written answer to the application.

Last evening, at 7 o'clock, agreeably to adjournment, a numerous meeting of the merchants and others assembled at the City Hotel, to hear the report of the committee, and to take such order thereon as might be deemed expedient.

Mr. Thomas Denny was appointed President; E. P. Woodruff, 1st Vice President, John Lloyd, 2d Vice President and John Amory and F. S. Lathrop, Secretaries. After which the meeting was called to order by the chair.

The chairman, then addressed the meeting as follows:

GENTLEMEN—The large number of persons whom I see around me must be sufficient proof to all, that the occasion which calls us together is one of no ordinary interest. The merchants of New York do not like to attend to what does not concern their interests, their business or themselves. We may therefore conclude that the subject on which we have met is one of deep and general interest to the commercial community. I regret extremely that one so young as I am should have been called upon to preside as your chairman. But for some reasons, many who are older and more experienced, and ought to be here, were not willing to incur the responsibility. Whatever may have been the opinions of the venerable and gallant old man of Tennessee on certain subjects, there is one thing for which I admire him; he never shrunk from taking all the responsibility. And in that trait of his character, I am sure every man should imitate him.—It is known that at the previous meeting which was held, it was resolved to request the banks to make every possible exertion to relieve the present commercial distress, and I will now read the report from the committee which was appointed to carry that resolution into effect.

The committee appointed on Wednesday evening the 23d, respectfully report—

"That at an early hour this morning they called on the different banks and presented the official action of said meeting, with the request that they would favour us with their answers in writing in time for us to report to the meeting this evening."

He then read the following letters from the different banks:—

The Bank of New York, will agree to extend their discounts from 5 to 7½ per cent. on their capital, provided the banks in this city, generally will do the same.

In reply to resolution the 4th of the meeting of merchants and traders, respecting the notes of the Safety Fund Banks of this state, the board are not yet ready to give a definite answer.

Extract from the minutes of the board of directors of the Bank of New York,

A. P. HALSEY, Cashier.

To the committee of Merchants, Traders, &c.

Phoenix Bank, }
Wall Street, 24th Oct. 1839. }

Peter H. Schenck, Esq. Chairman, &c.

Sir—I have had the pleasure of laying before a committee of the board of directors of this institution, the circular signed by you, containing sundry resolutions of a meeting of merchants and others, held at the City Hotel last evening, and am instructed to reply, that since the suspension of the Philadelphia Banks, and for some time previous, our discounts have constantly exceeded our receipts; that for the whole month of September our line of discounts was diminished only \$27,000 and that we have every desire and disposition

to extend our discounts so far as we can with a proper regard to our own safety.

I am also instructed to say that the bank is ready and willing to co-operate with the other city banks in carrying out your views in regard to the receipt and payment of the Safety Fund notes at par.

Respectfully yours,

N. G. OGDEN, Cashier.

Bank of the State of New York, }
October 24, 1839. }

Gentlemen—A special meeting of this board having been convened to take into consideration the communication received from you this day, I am instructed to reply.

That this bank having long been recipient of the Safety Fund Bank paper of the state, and being now a large holder of these notes, the question of paying them out as a currency, is one in the decision of which, as a matter of delicacy, this bank must follow that of the other banks of this city.

As regards extending its discounts, the bank is not only disposed, but determined to grant all the aid in this respect, which it may consider consistent with its own security.

Respectfully, your obedient servant,

R. WITHERS, Cashier.

To Thomas Denny and others, committee.

Union Bank, }
New York, October 21, 1839. }

P. H. Schenck, Esq.

Dear Sir—I have the pleasure to acknowledge the receipt of certain resolutions, passed at a meeting held last evening at the City Hotel, of which you were chairman.

Our board being in session at the time, the resolutions were read and considered. The board were unanimous in directing me to reply, that it is our wish to extend our line of discount, and will do so pro-rata to the other banks: we have already this day, acted on this principle, and extended our discounts. You will readily perceive it to be unsafe for our bank to extend beyond our receipts, unless others do the same.

We feel for the suffering community, and are anxious to give all the relief in our power.

Your third resolution contains a proposition that cannot be entertained by this Bank.

Very respectfully, your ob't. servant,

WM. HOWARD, President.

Merchants' Bank, }
New York, Oct. 24, 1839. }

At a special meeting of the directors of the Merchants' Bank, the President laid before the board a copy of resolutions passed at a meeting of the merchants and traders last evening, calling upon the several banks to receive and pay out the bills of the Safety Fund Banks in the interior of the state, and urging the necessity of the city banks extending the amount of their discounts.

Whereupon, it was resolved by the board,

That the directors of the Merchants' Bank, will, at every necessary sacrifice, continue to redeem all its liabilities in specie.

That the receipts and payment of the Safety Fund money of the interior seem to them to be impracticable, and if the measure were adopted, it would not give the general relief anticipated.

That this bank will increase its discounts five per cent. on the amount of its capital, provided the other city banks will simultaneously increase theirs in the same proportion.

That the President be authorized to communicate the foregoing resolutions to the committee of Merchants and Traders.

JOHN J. PALMER, President.

North American Trust and Banking Co. }
New York, October 24, 1839. }

Peter H. Schenck, Chairman.

Dear Sir—Your communication enclosing the resolutions of a meeting of merchants was received, and the board of di-

rectors of this bank will cheerfully unite on any plan that may be deemed safe to relieve the community at this crisis.

Should the suggestion contained in your communication be deemed practicable, after due consultation with the officers of our city banks, this institution will co-operate in carrying them into effect.

The board desire me to express their profound sympathy with the merchants of this city in their present severe morbid pressure, and their desire to do every thing in their power to alleviate the existing distress.

Respectfully,

J. D. BEERS, President.

Resolved, That the intimate connexion among the several banks of this city, in all their business relations, renders it impossible for any one bank to decide upon measures so important as those required by the merchants, mechanics and manufacturers at their meeting last evening, without first ascertaining the views and intentions of the other institutions of the city, and this board, therefore, beg leave respectfully to decline acting upon the subject at present. They, however, assure the committee that they are willing to agree to any measure which may be adopted by all the principal banks of the city—and that the President and Cashier be requested to attend any meeting of the banks that may be called in relation to the subject.

I certify that the above resolution was this day passed at the board of directors.

F. W. EDMONDS, Cashier.

Mechanics' Bank, New York, October 24, 1839.

New York, 24th October, 1839.

At a meeting of the President and Directors of the Manhattan company specially convened this day, the resolutions of the meeting of Merchants at the City Hotel on the evening of the 23d inst. were presented and duly considered, whereupon it was

Resolved, That the board of directors of this company are and have been most desirous to give all the relief in their power to alleviate the intense mercantile distress which now unhappily exists in this city, and that they will make use of all means at their disposal for this purpose, consistent with their duty to the stockholders and the faithful performance of their engagements to the public.

M. GELSTON, President.

ROBERT WHITE, Cashier.

At a special meeting of the directors of the National Bank the President laid before the board the resolutions adopted at a meeting of merchants, mechanics and manufacturers, held at the City Hotel, on last evening, of which P. H. Schenck, was President, and J. Amory, Secretary.

Whereupon it was resolved, That this Bank has heretofore extended and will continue to extend its discounts as far as in its opinion is consistent with the imperative duty imposed on it, of maintaining specie payments, that this bank cannot singly, and without consulting with the other city banks, hastily adopt any specific resolution on the subject matter of the resolutions of the meeting aforesaid, that the President and Cashier be directed accordingly to consult with the officers of the other city banks on that subject and report the result to this board.

National Bank, October 24, 1839.

JAMES GALLATIN, President.

S. FLEWELLING, Cashier.

The meeting evinced marks of displeasure. The Chairman said, this communication seems to meet your disapprobation, and I think it right to remark, that one of the directors of this bank says that their line of discounts is already up to the limits of the law.

Bank of America, }
October 24, 1839. }

Gentlemen—In conformity with the request contained in 4th resolution, adopted by a meeting of a number of mer-

chants, mechanics and manufacturers, held last evening at the City Hotel, I have laid before the board of directors of this bank, the copy of the proceedings of said committee that you placed in my hands, and I have the pleasure to hand you enclosed a copy of the resolutions that were unanimously adopted by the board, on the subject submitted to them.

I am, very respectfully,

Your obedient servant,

GEO. NEWBOLD, President.

Messrs. Thos. Denny and J. Amory, Committee, &c.

At a special meeting of the board of directors of the Bank of America, held this day for the purpose of deliberating on the proceedings of a meeting of merchants and traders, held last evening at the City Hotel—which proceedings having received the careful consideration of the board—it was resolved, That this board feeling an anxious solicitude to do all that they can to alleviate the wants of the commercial interests in the present emergency, will extend to them all the facilities within the power of the bank, consistent with the paramount duty of maintaining specie payments.

Resolved, That it is the opinion of this board that it is inexpedient at present to receive and pay out the notes of the Safety Fund Bank of this state, as requested by the meeting.

Bank of America, October 24, 1839.

American Exchange Bank, }
New York, October 25, 1839. }

To the committee from the meeting of Merchants and Traders:—

The directors of this Bank at a special meeting, have passed the following resolutions and directed a copy to be furnished you for the purposes asked in the second resolution.

In answer to your second resolution. This bank will extend its discount line to the extent of ten per cent. upon its capital, provided all the banks of this city will extend to the same extent.

In answer to your 3d resolution. This bank passed the following resolution at their regular meeting on the 23d instant:

Resolved, That the officers have power to unite with the other banks in this city, to receive Safety notes upon deposit, and for notes or bills payable at this bank, and to pay out the same, provided the banks in this city agree to the measure.

By order,

JOHN J. TRASK, Cashier,

Leather Manufacturers' Bank, }
New York, October 24, 1839. }

At a special meeting of the board held at the bank, at 1 o'clock this day, to consider the resolutions of a meeting of merchants and traders, held at the City Hotel on the 23d instant,

The resolutions passed at the above mentioned meeting having been read and respectfully considered, it was resolved unanimously,

That this bank will yield to its dealers all the accommodation in its power; and further, that it will cheerfully concur in any measures, calculated to give relief, which may be adopted by the banks in this city generally.

That a copy of the foregoing resolution be handed to Mr. Amory, Secretary of said meeting.

Extract from the minutes,

E. PLATT, Cashier.

At a special meeting of the directors of the North River Bank was held this day, (24th Oct. 1839,) in pursuance of the request of the meeting of merchants and traders held last evening at the City Hotel—and the proceedings of said meeting were laid before them—

Whereupon, It being the opinion of the board that the true interest of the banks and the merchants and traders are identical; that it is the duty of every bank to second to the extent of its power the honourable efforts making by the mercantile community to sustain their own credit and the

credit of the state, and that an unanimous and immediate movement, on the part of the banks of the city of New York in extending their line of discounts, is not only expedient but useful.

It was in reply to the 2d and 3d resolutions of said meeting of merchants and traders.

Resolved, 1st, That the North River Bank is in favour of extending the discount line from 5 to 10 per cent. on its capital, provided the same liberal course shall be pursued generally.

2d, That the North River Bank will unite in any arrangement that may be generally adopted by the banks, in relation to the reception and payment of the bills of the Safety Fund banks of this state.

N. WEED, President.

A. B. HAYS, Cashier.

New York, 24th October 1839,

Bank of the United States, }
In New York, October 24, 1839. }

Thomas Denny, Esq. Chairman, &c.

Sir—I have to acknowledge the receipt of your circular, containing the proceedings of a meeting of merchants and others, held on the 23d instant, and in reply I regret to state that our board of associates have not met at the bank to-day, and consequently no action has been had on the matter of your communication; yet I think I can take it upon me to say that this institution will lend its assistance to its utmost ability in giving every aid in their power to the mercantile community.

I am with great respect, yours, &c.

J. K. YOUNG, Cashier.

Merchants' Exchange Bank, }
New York, October 24, 1839. }

Gentlemen—I have the honour to acknowledge the receipt of a communication detailing the proceedings of a meeting of merchants and traders, held at the City Hotel on the 23d instant, of which Peter H. Schenck was chairman. In compliance with the request contained therein, the board of directors of this bank was convened and the resolutions adopted at that meeting submitted for their consideration.—When the following resolutions were passed:—

Resolved, That desirous to afford all the relief in our power, in the present crisis, and in compliance with the request of the committee of merchants appointed at a meeting at the City Hotel last evening, this bank will expand its loans to sustain the mercantile, manufacturing and mechanics' interests of this city as far as possible, consistent with its obligations to the public.

Resolved, That on account of the shortness of time allowed for the consideration of the important subject involved in the 3d resolution adopted by the meeting, this bank is not prepared at present to give a definite answer.

Very respectfully,

Your most obedient servant,

PETER STAGG.

To Thos. Denny, Esq. and others, Committee.

Commercial Bank, }
New York, Oct. 24, 1839. }

J. Amory, Esq. Secretary, &c.

Dear Sir:—In reply to your communication inclosing the proceedings of a meeting of the Merchants, held last evening, I am instructed to state, that the Board of Directors of this Institution, deeply sympathize with the mercantile community in their present unexampled financial crisis, and are prepared to co-operate with the Banks generally in any measure they may deem it safe to adopt to relieve the wants of our business men. As any explanation on the part of the smaller Banks, without the concurrent action of the larger Institutions, would expose the former to a ruinous drain of coin to meet balances, it will readily be perceived that our course must of necessity be governed by that pursued in Wall street.

Should that decision be in accordance with the wishes of

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the Merchants, as expressed in their resolutions, no institution will more readily contribute to the extent of its resources to accomplish so desirable a result than this.

Very respectfully, your ob't servant,
GEORGE D. STRONG, President,

Bank of the New York Dry Dock Co. }
New York, Oct. 24, 1839. }

Peter H. Schenck, Esq. Chairman, &c.

Sir—I have been unable to get a quorum of our Board of Directors together to-day, several of them being out of town. They however will meet to-morrow morning, when your communication shall be laid before them.

I will however take it upon myself to say that this Bank will no doubt accede to the proposals contained in the printed circular addressed to us, provided a majority of the other Banks agree to it.

Very respectfully, your ob't servant,
J. T. BERRY, Cashier,

The Board of Directors of the City Bank, in answer to the request contained in certain resolutions signed by Peter H. Schenck, Esq. Chairman, have instructed me to say that this Bank will continue to afford all the relief, in the shape of discounts to its dealers, that it has the means to give,—in other words, all that is compatible with its ability to meet its own obligations. And that it will very cheerfully unite with the other Banks of the city in any general measure that may be deemed practicable in affording the relief required.

On the subject of receiving and paying out the notes of Safety Fund Banks of this State, while they are below the specie standard in this city, the Board are of opinion that the measure would be attended with insuperable difficulties.

G. A. WORTH, Cashier.

City Bank, New York, Oct. 24, 1839.

The Chairman said the Bank of Commerce has not diminished their discounts to any considerable extent during the last thirty days, and are disposed to do all that they can, consistent with the safety of Banking Institutions—and particularly their own—to relieve the present unprecedented pressure of the money market.

After reading the letters, it was on motion

Resolved, That the thanks of this meeting be given to the Committee, and that their report be accepted and published, On motion of Lewis Tappan,

Resolved, That a committee be appointed to make an immediate request to the Banks that they will take measures to hold a Convention of all the Banking institutions of the city in the course of to-morrow, with a view to increasing their discounts, and affording such other relief as the exigencies of the crisis requires.

Which resolution being unanimously adopted,

Messrs. Thomas Denny, Messrs. Jonas Amory,
Wm. P. Miller, Robert Jaffray,
O. Thompson, F. S. Lathrop,
Peter H. Schenck, A. G. Stout,
G. P. Disorway, Chas. Wardell,

were appointed a committee to carry the same into effect.

It was then, on motion,

Resolved, That this Committee report on Saturday evening, at 7 o'clock.

After some remarks by the Chairman, Mr. Denny, it was

Resolved, That in the opinion of this meeting, there is no alternative—if the Banks do not afford assistance, there must be an almost universal bankruptcy.

The meeting then adjourned to Saturday evening, October 26th, at 7 o'clock.

THOMAS DENNY, President,

F. S. LATHROP, } Secretaries.
JONAS AMORY, }

A notice is given in the Globe that the agent of the Department of State will pay \$742 to the legal representatives of—Hogan, who was a passenger on board the brig Pocket when that vessel was captured in the spring of 1836 by the Texian armed schooner Invincible, and who is understood to have since died.

SECOND MEETING OF THE MERCHANTS.

At seven o'clock last night, a great meeting was held in the large room of the City Hotel, of which the following is the official report:

At an adjourned meeting of the merchants, mechanics, and manufacturers of the city of New York, held at the City Hotel, on Saturday evening, October 26, 1839, Silas Brown was called to the chair, and Wm. P. Miller appointed Secretary.

The committee appointed to wait on the banks, reported as follows:

In accordance with your instructions, your committee appointed on the evening of the 24th inst. under the following resolution, to wit:

"Resolved, That a committee be appointed to make an immediate request to the banks that they will take measures to hold a convention of all the banking institutions of the city, in the course of to-morrow, with a view to increasing their discounts, and affording such other relief as the exigencies of the crisis requires."

Have the honor to state that they have performed the duty assigned, and have now the satisfaction to present the following letter from the convention of banks, viz:

New York, Oct. 26th, 1839.

Gentlemen—We have to enclose to you the resolutions, adopted at a meeting of the several banks, held yesterday, and called at your request.

We take the present opportunity to add, that we are satisfied, from what was said at the meeting, from what we know, as well as from the conversation of the Directors of the different banks, that you may rely that every consideration of feeling and interest will influence and determine the different banks to give all the relief in their power, consistent with their obligations and determination to maintain specie payments.

Respectfully, your obedient servants,

C. W. LAWRENCE.

WM. M. VERMILYE.

To Thos. Denny, P. H. Schenck, Robert Jaffray, O. Thompson, J. Amory, A. G. Stout, G. P. Disosway, F. S. Lathrop, Wm. P. Miller, committee, &c.

At a meeting of the officers of the several city banks, held on the evening of the 25th of October, Cornelius W. Lawrence was called to the chair, and Wm. M. Vermilye appointed Secretary.

The Chairman stated that the meeting had been called at the request of a committee appointed at a meeting of merchants, manufacturers, and mechanics, held at the City Hotel on the morning of the 24th inst.;

Whereupon the following resolutions, offered by Mr. Edmonds, were adopted; the first unanimously, and the second with two dissenting votes.

Resolved, That the Banks of the city of New York must and will retain specie payments; and that it is with unfeigned satisfaction they have noticed the cheering and sustaining voice of their fellow citizens in reference to this measure.

Resolved, That the necessity of a further diminution of their loans and discounts does not now exist; but that it would be unwise and imprudent to pledge themselves to any particular course which might be rendered futile by events over which they may have no control. And that, in the opinion of this meeting, the views of the several boards of our city banks, as expressed in their recent replies to the committee of merchants, mechanics, and manufacturers, give the fullest assurance to the public that every assistance will be afforded that is compatible with the paramount duty of maintaining a sound currency.

On motion of Mr. Adams, it was

Resolved, That the chairman and secretary of this meeting sign the proceedings, and transmit a copy of the same to the committee.

C. W. LAWRENCE, Chairman.

WM. M. VERMILYE, Secretary.

We are therefore now happy to say that we are informed that the banks have already acted in conformity with the spirit of their letters, in extending their discounts, and therefore offer the following resolutions, which we trust will meet your approbation:

Resolved, That having confidence in the ability of the banks to sustain both themselves and the public, by extending their discounts, we earnestly recommend a spirit of mutual forbearance and accommodation among the banks, and among all classes of dealers, during the present temporary difficulty.

Resolved, That in the opinion of this meeting, it is the duty of all honorable men to sustain our banking institutions, in their present determination to support the honour of the country by maintaining specie payments; and in the opinion of this meeting, that it is properly consistent with the avowed object of the banks, by concert of action, essentially to enlarge their discounts.

The following resolutions, offered by Lewis Tappan, Esq. were unanimously adopted:—

Resolved, That while we cordially approve the determination of the banks to maintain specie payments, we confidently rely upon their disposition and intention to increase their discounts, and otherwise to afford the most effectual aid in their power to this commercial community at this distressing crisis.

Resolved, That as the interest of the merchants, manufacturers and mechanics, and the banks, are identical, reciprocal confidence and assistance are absolutely necessary to preserve our moneyed institutions from disaster, and the trading community from still greater distress, if not ruin.

Resolved, That we deprecate all hostile feelings towards any sister city, or between any banking institutions in our own city, and that we look forward with sanguine hope that the government, the people, and the moneyed institutions of this country will cordially unite in placing the currency and financial affairs of the country in a sound and permanent condition.

Resolved, That we recommend to every merchant, manufacturer, and mechanic in the city to afford to each other the most liberal assistance and generous confidence, and that it be the determined resolution of every one present—so long as it be practicable to sustain his credit and meet his engagements—NOT TO GIVE UP THE SHIP.

The following was also unanimously adopted:

Resolved, That the thanks of this meeting are due to the committee for the faithful manner in which they have performed their duty.

The meeting then adjourned.

SILAS BROWN, Chairman.

WM. P. MILLER, Secretary.

At a meeting of the subscribers, officers of several of the Western Safety Fund Banks, held at the City Hotel, in the city of New York, on the 28th day of October, 1839, the following preamble and resolutions were unanimously adopted.

Whereas it is found to be impracticable at this time, to make any definite arrangement in this city for the permanent and uniform redemption of country Safety Fund paper, in consequence of which, the bills of nearly all the Western Banks, are now selling at ruinous rates of discount, and whereas it is the duty, and, as we confidently believe, the wish of the Western Banks, to make every effort in their power to protect the community from loss on their paper, therefore

Resolved, That we recommend that a convention of western Safety Fund banks, be held at the American Hotel, in Auburn, on Friday, the 8th day of November, next, at ten o'clock, A. M. of that day, to adopt such measures as will insure the uniform and speedy redemption of their paper, at some central and convenient place at the earliest practicable day.

Resolved, That we have full confidence in the ability of all the western Safety Fund banks to redeem their entire circulation, at an early day, and we do not hesitate to assure the community that they will cheerfully make every effort within their power, *regardless of profits*, to meet their engagements with the public.

Resolved, That while the Western Safety Fund Banks are making every effort in their power to protect the community from loss by the depreciation of their paper, we respectfully

suggest to the public whether it is not just and proper for them to extend towards the country banks the same confidence which they are extending towards the city banks in encouraging them to maintain specie payments.

Resolved, That we earnestly request that every Safety Fund Bank in the western part of this state be represented at the proposed convention.

W. MAXWELL, Chemung Canal Bank,
N. T. WILLIAMS, Tompkins county Bank,
HIRAM PHATT, Bank of Buffalo,
M. W. BENNETT, Bank of Salina,
WALTER M. CONKEY, Bank of Chenango,
J. W. MARTIN, Lewis county Bank,
T. P. ST. JOHN, Bank of Ithaca,
J. T. HATCH, Com. Bank of Buffalo.

From the Boston Journal of Monday.

Specie in the Banks of Massachusetts.—The following table has been prepared from the returns of the banks in the Secretary of State's office. The first column contains the date of the returns; the second, the number of banks; the third, the ratio, or proportion of the specie to the circulation, and the fourth its ratio to the circulation and deposits at those dates.

Dates.	No. of Banks.	Ratio of specie to the circulation.	Ratio of specie to the circulation & deposits.
June, 1803	7	\$1 to 1.44	\$1 to 2.85
1804	13	1 to 1.73	1 to 2.88
1805	16	1 to 1.83	1 to 3.03
1806	15	1 to 1.68	1 to 3.80
Jan. 1807	16	1 to 2.77	1 to 4.47
1808	16	1 to 1.02	1 to 3.53
June, 1809	16	1 to 1.62	1 to 4.44
1810	15	1 to 1.55	1 to 3.38
1811	15	1 to 1.55	1 to 3.79
1812	16	1 to 0.58	1 to 1.87
1813	16	1 to 0.37	1 to 1.57
1814	21	1 to 1.42	1 to 1.74
1815	25	1 to 0.79	1 to 1.96
1816	25	1 to 1.69	1 to 3.38
1817	26	1 to 1.70	1 to 3.81
1818	27	1 to 2.18	1 to 4.94
1819	28	1 to 2.05	1 to 4.20
1820	28	1 to 2.04	1 to 4.52
1821	28	1 to 0.98	1 to 3.10
1822	33	1 to 3.31	1 to 6.72
1823	34	1 to 3.02	1 to 6.04
1824	37	1 to 1.96	1 to 4.68
1825	41	1 to 5.76	1 to 8.29
May, 1826	55	1 to 4.83	1 to 6.82
1827	60	1 to 4.54	1 to 6.58
1828	61	1 to 4.23	1 to 8.34
Aug. 1829	66	1 to 4.81	1 to 7.38
June, 1830	63	1 to 4.07	1 to 6.91
Oct. 1831	70	1 to 8.41	1 to 13.19
Aug. 1832	83	1 to 7.89	1 to 11.15
Oct. 1833	102	1 to 8.55	1 to 12.57
May, 1834	103	1 to 6.59	1 to 10.82
1835	105	1 to 8.29	1 to 13.06
Sept. 1836	117	1 to 7.48	1 to 13.52
Oct. 1837	129	1 to 6.76	1 to 12.34
1838	120	1 to 3.92	1 to 6.90

On the 10th of February, 1838, according to the returns of 124 banks, the specie to the circulation was as 1 to 5.34, and to the circulation and deposits as 1 to 8.54—a reduction from October 1837, favourable to their immediate liabilities.

It was stated, a few days since, that the specie in the banks in Boston was \$1,400,000 and their circulation \$2,700,060, or in proportion of \$1 of specie to \$1.92 of bills in circulation, a result favourable to their good condition for maintaining specie payments.

In the following table is contained the average number of banks, the average ratio of specie to the circulation, and its average ratio to the circulation and deposits:

	No. of Banks.	Av. ratio of specie to circulation.	Av. ratio of specie to circulation and deposits.
In 10 years, from 1803 to 1812	14½	\$1 to 1.30	\$1 to 3.06
In 10 years, from 1813 to 1822	257-10	1 to 0.99	1 to 2.64
In 10 years, from 1823 to 1832	57	1 to 4.84	1 to 7.53
In 6 years, from 1833 to 1838	1122-3	1 to 6.46	1 to 10.94
In 5 years, from 1834 to 1838	1144-5	1 to 6.21	1 to 10.74
In 36 years, from 1803 to 1838	1457-9	1 to 2.60	1 to 4.89

BOSTON BANKS.

Boston, Oct. 30, 1839.

It appears by the Daily Advertiser of yesterday, that the result of an examination of the banks in Boston, by one of the Bank Commissioners, on Friday last, together with \$80,000 of specie since received, makes the specie now in the banks to be about \$1,400,000, and the circulation after the reduction of \$250,000 in the previous fortnight, about \$2,450,000 or in the ratio of \$1 of specie to \$1.75 of the circulation, a more favourable condition than has been for 15 years, or since 1824, and which is the average of the ratio for the last 36 years; while the circulation, besides what was last Friday known to be in other banks, was less than \$2,000,000, thus showing that the specie is to the circulation as \$1 to \$1.42, which is nearly 19 per cent. more than the average proportion for the 36 years.—*Mercantile Journal.*

The difficulty of maintaining specie payments, in the common understanding of the phrase, by a banking institution when its neighbours have suspended, is illustrated in the proceedings of the Exchange Bank at Norfolk, which we annex:—*Baltimore American.*

At a meeting of the Board of Directors of the Exchange Bank of Virginia, on Saturday, October the 12th, 1839, the following resolutions were adopted:

Resolved, That in payment of debts due for curtailments on discounted notes, the paper of the two Banks of Virginia may be received for one half, and specie or Exchange Bank notes, payable here, for the other half.

Resolved, That in the payment of notes for collection, none but the notes of the Exchange Bank payable here, or specie, can be received, unless permission be obtained from the depositor, who will then only be authorized to check for the amount in the like currency.

Resolved, That for the payment of debts due to this bank, it may be made as the law directs in Exchange Bank notes or its branches, or one half the amount will be received in Exchange Bank notes payable here, or specie, and the other half may be Virginia notes.

Resolved, That Virginia and North Carolina notes will be received on deposit, to be checked out in the same currency, and the former only to be applied to the extent as before provided for, on the payment of notes falling due.

Resolved, That notes hereafter to be discounted must be made payable at the Exchange Bank.

The Commercial and Farmers' Bank of Baltimore has declared a dividend of three and a half per cent. for the last six months.

COMPARATIVE NUMBER OF VESSELS,

In the port of New Orleans.

September 30,	1839	1838	1837	1836	1835	1834	1833
Ships,	17	20	26	42	25	11	16
Barks,	1	3	4	2	2	0	6
Brigs,	17	15	8	17	24	11	15
Schooners,	21	38	18	24	25	13	20
Total,	56	76	56	85	76	35	57

[*New Orleans Price Current.*

CONDITION OF THE OHIO BANKS ON THE 30TH SEPTEMBER, 1939.

LIABILITIES.							RESOURCES.					
LIST OF BANKS.	Capital.	Circulation.	Due Depositors.	Due other banks.	Other liabilities.	Total.	Notes and bills discounted.	Specie.	Notes of other banks.	Due from other banks.	Other resources.	Total.
Commercial Bank of Cincinnati	\$1,000,000 00	\$429,245 00	\$155,234 28	\$145,681 55	\$617,525 72	\$2,347,686 55	\$680,164 34	203,507 12	595,075 25	\$66,891 50	\$1,302,048 34	\$2,347,686 55
Franklin Bank of Cincinnati	1,000,000 00	134,174 00	85,473 61	66,138 01	174,434 57	1,460,220 19	1,163,871 70	94,641 53	53,546 00	41,029 17	108,131 79	1,460,220 19
Ohio Life Insurance and Trust Company	635,380 00	472,225 00	286,023 95	94,720 30	1,481,034 02	2,969,383 27	475,701 50	113,965 18	161,378 00	71,528 39	2,146,810 20	2,969,383 27
Lafayette Bank of Cincinnati	1,000,000 00	98,939 00	41,934 09	76,127 73	422,116 69	1,639,117 51	861,262 60	52,893 20	29,381 00	63,937 15	631,643 56	1,639,117 51
Miami Exporting Company	297,985 00	102,037 00	14,838 71	21,394 32	90,298 95	525,653 93	347,453 34	26,922 99	4,511 00	1,031 03	145,735 62	525,653 93
Bank of Hamilton	100,000 00	134,488 00	13,593 08	14,030 48	8,099 85	270,211 41	152,399 48	45,475 20	3,500 00	12,103 87	56,732 86	270,211 41
Dayton Bank	174,007 16	127,951 00	74,793 80	6,131 28	7,311 42	390,194 66	236,757 94	91,426 20	18,255 00	15,860 67	27,894 85	390,194 66
Bank of Xenia	100,000 00	159,172 00	78,575 40	2,999 80	18,358 21	359,105 41	227,609 10	68,008 93	31,074 00	17,404 05	15,009 33	359,105 41
Urbana Banking Company	199,437 46	396,719 15	28,305 69	18,543 79	124,817 86	767,823 95	365,856 51	74,020 95	73,984 00	108,045 77	145,916 72	767,823 95
Franklin Bank of Columbus	481,260 00	142,883 00	134,373 00	16,050 00	44,789 00	819,355 00	542,445 00	110,818 00	42,568 00	17,913 00	105,611 00	819,355 00
Clinton Bank of Columbus	300,000 00	93,779 00	57,424 94	24,139 34	35,513 52	510,856 80	383,615 92	57,059 86	38,705 01	15,342 10	16,133 91	510,856 80
Bank of Circleville	200,000 00	154,010 00	25,929 89	23,612 38	34,506 30	438,148 57	334,590 25	60,395 92	8,403 38	24,129 00	10,623 02	438,148 57
Lancaster Ohio Bank	322,363 63	376,745 37	53,134 57	50,132 83	96,663 24	888,039 61	496,571 36	73,680 43	32,836 00	37,180 03	256,471 82	889,039 64
Bank of Chillicothe	500,000 00	285,576 58	62,417 14	20,032 59	50,539 86	918,565 17	66,676 51	116,568 43	63,238 72	99,834 72	572,246 79	918,565 17
Commercial Bank of Scioto	275,195 91	151,356 00	20,551 75	9,522 38	22,729 65	479,355 69	204,647 36	39,264 25	6,307 43	11,549 01	217,587 63	479,355 69
Bank of West Union	80,000 00	117,578 00	10,424 37	1,332 19	11,566 32	230,900 88	122,986 60	48,219 59	11,111 00	2,033 04	36,550 65	230,900 88
Bank of Marietta	180,194 38	110,198 22	35,989 97	18,298 34	9,377 92	351,058 83	144,009 44	43,794 19	17,660 97	19,356 13	129,238 10	354,058 83
Bank of Muskingum	150,000 00	67,640 00	92,275 43	2,850 80	11,206 97	323,973 20	232,313 69	31,540 49	4,850 50	340 54	54,927 98	323,973 20
Bank of Zanesville	268,787 50	54,983 00	29,061 72	14,606 39	24,395 18	391,783 79	265,045 16	48,092 82	6,935 00	4,865 28	66,845 53	391,783 79
Belmont Bank of St. Clairsville	242,500 00	93,284 00	27,899 41	4,637 62	10,936 35	378,407 42	232,460 73	71,879 45	8,710 00	6,616 97	8,740 27	378,407 42
Farmers and Mechanics Bank of Steubenville	326,437 50	166,938 00	55,514 74	14,415 24	20,983 57	593,287 05	224,438 79	94,669 36	19,021 00	24,592 13	230,565 77	593,287 05
Bank of Wooster	228,873 24	279,240 00	40,707 07	9,475 47	101,928 80	660,224 58	226,745 50	61,144 78	38,881 00	36,721 48	295,731 82	660,224 58
German Bank of Wooster	108,651 25	160,536 00	38,110 46	283 43	7,806 38	315,387 52	250,417 05	23,735 99	10,940 00	13,488 97	16,805 51	315,387 52
Bank of Massillon	200,000 00	213,538 00	23,640 39	13,543 09	17,077 78	467,799 26	234,582 00	43,342 00	8,272 00	9,629 09	181,973 77	467,799 26
Farmer's Bank of Canton	201,250 00	64,579 00	9,419 14	4,827 23	69,647 98	349,723 35	112,210 75	8,891 16	10,285 00	4,780 18	213,547 28	349,723 35
Columbiana Bank of New Lisbon	90,000 00	104,753 00	25,952 68	2,297 23	5,250 02	228,252 93	116,008 52	48,339 95	3,037 31	4,402 77	56,564 38	228,252 93
Western Reserve Bank	198,662 50	137,869 00	22,464 58	8,013 88	12,519 68	379,529 61	244,348 29	53,013 29	16,927 00	29,195 94	36,045 02	379,529 61
Bank of Geauga	155,028 08	128,590 00	17,818 19	1,065 93	12,371 79	314,903 99	227,645 91	36,135 29	9,974 43	1,931 67	39,216 69	314,903 99
Commercial Bank of Lake Erie	500,000 00	314,496 00	101,764 45	17,323 32	65,426 86	999,010 63	610,490 41	37,978 00	32,452 00	9,521 25	308,568 97	999,010 63
Bank of Cleveland	298,050 00	352,533 00	73,876 83	5,424 30	16,750 25	746,034 38	419,774 25	29,486 00	12,687 00	18,670 84	266,016 29	746,034 38
Bank of Norwalk	174,118 12	141,218 00	30,419 23	7,309 48	26,219 47	379,284 30	237,909 92	81,171 52	26,571 00	21,101 79	12,530 07	379,284 30
Bank of Sandusky	100,100 00	113,786 00	17,413 62	5,280 36	25,861 87	262,341 85	191,437 78	22,478 85	8,950 00	20,830 32	18,644 90	262,341 85
Manhattan Bank	50,000 00	65,446 00	3,976 77	228 75	2,825 37	122,476 89	58,781 78	19,647 69	2,396 05	19,866 12	27,785 24	122,476 89
Bank of Mount Pleasant	195,535 00	45,380 00	39,784 31	1,308 87	3,021 96	285,930 14	244,174 00	26,963 35	5,816 00	6,690 80	2,285 99	285,930 14
Granville Alexandrian Society	189,480 80	271,621 25	15,001 26	9,116 91	31,577 76	516,797 98	290,413 07	39,515 57	13,423 00	113,776 16	59,670 23	516,797 98
	10,522,297 53	6,263,404 57	1,844,148 52	730,895 61	8,724,630 18	23,085,426 41	11,268,125 53	2,098,587 99	930,665 05	966,190 94	7,821,856 90	23,085,426 41

COLUMBUS, Sept. 27, 1839.

To the President and Directors of the Clinton and Franklin Banks of Columbus.

The undersigned, citizens of the city of Columbus and county of Franklin, respectfully represent to your respective Boards, that the extraordinary and unlooked for depression of the money market, attended by an unusual and unprecedented contraction of Bank circulation, has produced much anxiety in the public mind.

Heretofore, always with the ordinary facilities afforded by your Institutions, the condition of our business men, generally, has been such as to have enabled them to meet all their engagements promptly, and has given to our citizens and city a high character at home and abroad, for the faithfulness of their engagements.

The alarming derangement of the currency, and its consequences, (the scarcity and high rate of exchange) has, unfortunately for the legitimate interests of the community, brought into existence amongst us a class of brokers, and money-dealers and exchangers, who have extracted from its ordinary business channel a large amount of capital, and find for themselves its profitable employment in gathering the currency of the different banking institutions, returning the same, demanding terms so hard as to force from them the specie of the country, for exportation abroad.

Having the highest confidence in your ability and good intentions to sustain us, believing that under the existing state of things your great contraction of business and circulation has been forced upon you, and your usefulness measurably destroyed, and also as fully believing that unless something is done to give relief, all the useful interests of our community will suffer, distress and distrust pervade, and the whole business of this valley become paralyzed.

With this concise view of the subject, and being fully convinced of the impracticability of circulating your sight paper, and of the right of one of your institutions, by her charter, (the Clinton Bank) to issue Post Notes,—we would respectfully urge and request that, that bank do make an issue of her Post Notes, if practicable, commensurate to our wants, and that some arrangement be made between your Institutions making such notes acceptable and receivable, with both, as currency.

Believing an issue of Post Notes, under such an arrangement, will afford a most happy relief, we cannot feel otherwise than sanguine, that they will be entered into.

Very respectfully, yours, &c.

Signed by John Greenwood and others.

We quote the following from the Cincinnati Advertiser. We learn that the result has been that the Cincinnati banks have come to the conclusion not to issue post notes as they had contemplated doing.—*Ohio Statesman.*

BANK COMMISSIONERS' NOTICE.

POST NOTES.

Considerable alarm appears to exist in the public mind, in regard to the supposed intention of some of the banks of Ohio to issue post notes, payable at a future day.

The law of 1824, now in full force, declares "that it shall not be lawful for any bank or banker within this state, to issue notes or bills payable at a future day; and all notes or bills, issued by any bank or banker within this state, shall be taken and held to be payable on demand, notwithstanding any day of payment may be expressed in the body of the same."

The act of February 25th, 1839, declares that, "if any banking institution in this state, shall at any time refuse the payment of its notes in gold or silver, or the current notes of other banks, or shall continue for a longer period than thirty days in any one year to refuse payment of its notes in gold and silver only, it shall be the duty of the President Judge of the Court of Common Pleas of the judicial circuit in which such bank is situate, or any Judge of the Supreme Court of the state of Ohio, upon the application, in writing, of the Board of Bank Commissioners, or any one of them, to issue a writ of mandamus, directed to the Sheriff of said county, requiring him to close said bank forthwith, and to deliver over

to the Commissioners to be named in said writ, who shall not be stockholders, or in any wise connected directly or indirectly with such banking institutions, full possession of the books, moneys, keys, property and effects of said bank," &c.

Under these circumstances, I have little reason to believe that any bank in Ohio would desire to engage in a business so evidently unprofitable. If, however, such should be the case, and the notes so issued should not be paid in, "*gold or silver*," within thirty days after the same shall be demanded, or in "*gold or silver, or the current notes of other banks*" on demand, the public may rest assured, that on such facts being brought to the knowledge of the "Board of Bank Commissioners, or any of them," the provisions of the act of Feb. 25th, 1839, will be enforced without delay on their part.

WM. S. HATCH,
Bank Commissioner.

Cincinnati, Sept. 30, 1839.

From the Cincinnati Gazette, October 15.

Ohio Banks—Ruin either way.—The suspension of specie payments, in the Atlantic cities, must be followed by a general suspension. The banks that continue to pay will be drained of their coin, in a very short time, by that process.—And, in Ohio, suspension is attended with still more serious consequences. By the banking law of last session, February 16, 1839, provision is made, that if any bank of the state suspend specie payments, for a longer term than thirty days in any one year, the President Judge of the court of C. P. Circuit, in which the bank is situate shall issue a writ, for the sequestration of such bank, and through the sheriff deliver all its effects to one or more of the bank commissioners. The commissioner is required to proceed immediately to collect the debts due the bank, and dispose of its property and apply the proceeds to the payment of its debts, for which purposes special commissioners may be appointed by the principal board.

We believe the provisions of this law are peremptory.—The Bank Commissioners must apply to the judge, who must order the sequestration. It is thus that the Ohio banks are exposed to utter ruin either way. If they continue to pay specie till their last dollar is gone, then the sequestration must come. If they surrender at once, the commissioner must pay out the specie to the first that makes demand—so that all the specie in our banks is exposed to distribution, in a very short time, and all their debtors are liable to forced payments without delay. Nothing can save the banks and bank debtors but an ability to continue specie payments by the banks. From this devastating ruin there seems to be no other escape. None but one is practicable, a special call of the legislature, within the thirty days to modify this law.—The wide spread destruction of business and property, that the law must work in Ohio, particularly, is sufficient to vindicate this call, notwithstanding the opinions entertained by the Governor and the ruling powers on the subject of banks. Imagination cannot conceive the waste that an immediate bringing to a forced market the millions of property necessary to pay our bank debt must produce in the state!! Nothing like it was ever heard of in the collection of debts.

The Cincinnati Gazette of the 18th instant has the following sound remarks:

SUSPENSION—BUSINESS.

The general gloom of the European news is relieved by one bright spot to us, if we have the sense to avail ourselves of it. The short crop of bread stuffs in England is conceded. That opens to us the means of liquidating a portion of our obligations to that country. The drain for specie to forward to England, which creates distress here, is to pay our debts, contracted for English manufactures, and for interest on their money loaned to us. Our exports of cotton, &c. are not equal to pay these debts, and the balance has to be made up in specie. Permanent relief can only be looked for in a reduction of our imports of foreign manufactures, and the supply of our own consumption by our own industry. That process is slow, but sure. The abundant crops of wheat in

the United States, can be made available to some extent to reduce our debt, if we do not, through the interference of speculation, so inflate the price as to prevent the export. At the present price flour may go forward; but if the price is raised considerably, we cannot compete with continental Europe in the supply of England. Being nearer the consumer, with cheaper labour, the European producer can supply that country cheaper than we can at an ordinary price. The low price will alone secure a demand for flour. Price raised, and there will be no export.

Cincinnati—A meeting of the mercantile men of Cincinnati has been called, to take measures for the establishment of a Chamber of Commerce in that city. In reference to the movement with that object the Gazette says: "An institution of this kind has long been needed by the mercantile community, and from the character of the signers to the call for the meeting, we doubt not, active measures will be immediately taken for its establishment."

From the Louisville Journal, October 16.

Suspension of specie payments in Louisville.—By yesterday's mail intelligence was received in this city of the suspension of specie payments in Philadelphia, followed by the immediate suspension of the banks in Baltimore. The news was known through the city two hours before banking hours. It excited no surprise or curiosity or alarm. Every one knew that as a matter of course the banks of Kentucky would follow suit.

At an early hour the directors of the Bank of Kentucky and the Bank of Louisville resolved unanimously to refuse specie on opening their doors. The branch of the Northern Bank in this city having received instructions to pay until otherwise directed, continued to pay yesterday, but she was only drawn upon for a few thousand dollars.

The people of this city, and indeed of the whole west, have laboured for some months under a pressure, which had become absolutely intolerable, and we are persuaded that wherever there is a debtor, in country or town, this news of suspension will be received with joy rather than with sorrow.—The circumstances which led to it were of course to be deeply regretted, and the instability in the currency which it betrays is deplorable, but it has long been evident, that the struggle which the banks were making for existence must end, or the debtor class be sacrificed. But it was not to save the debtor class that the banks suspended. They have acted with much caution since the suspension in 1837, and they have all along resolved not again to suspend if they could possibly avoid it. They made up their minds to redeem their notes though the merchants might fail, yet at length they have been themselves compelled to yield. But they are not the less able to meet their liabilities. Their strength consists in the responsibility of those who owe them, and, having suspended, they are prepared to give time to their debtors, and secure debts which otherwise they would lose. The political aspect of this subject, though extremely interesting, we have not now time to examine.

Wide Awake.—The Louisville Journal of the 16th inst. says: "The Cincinnati Banks suspended specie payments on Monday. Forthwith several citizens of that place started for Louisville with a considerable amount of the bills of our banks, but the news of the suspension arrived here as soon as they did, and our banks respectfully declined being drained of their specie."

Notes of the First Municipality.—At the sitting of Monday evening, the council of the first municipality adopted a resolution ordering the emission of a new series of municipal bonds to the amount of \$50,000, with a view of substituting the new issue for a similar one of old notes, worn out and rendered unfit for use. If the issue of these notes must continue, it is well that the old and torn fragments which are now frequently refused to be taken in payment, should be replaced by a fresh issue.—*N. O. Bee.*

Letter of Governor Wickliffe.

We publish, below, the letter of Gov. Wickliffe noticed in yesterday's Journal. The Governor urges his proposition with so much force that nothing is left for us to add. We trust that the pressure has left a sufficient number of liberal men with the means of coming to the aid of the State.—Bonds will be issued in sums of \$500 and \$1,000

FRANKFORT, Sept. 12, 1839.

Dear Sir:—I address you upon a subject deeply interesting to the State of Kentucky, and one which I am sure you, in common with others of your fellow-citizens, will acknowledge calls for the united action of all who have taken part in giving birth to the present system of Internal Improvement in Kentucky. My present situation and official connexion with the Commonwealth, is one of peculiar difficulty and embarrassment. Required by the Constitution to discharge the duties of Chief Magistrate for the ensuing year, the first inquiry which presented itself to my mind was, how are the means to be procured, under the provisions of the law of the last Legislature, to save the public works, the most important of which are now nearly completed. I discovered my distinguished predecessor had, by all that wisdom which ever characterized his public acts, essayed in vain to effect a sale of the State Bonds in the eastern market. The Agent, after the use of all the measures which a due regard for the dignity and interest of the State dictated, is upon his return home.—The Banks, with a liberality which does honour to their Directory, have extended to the Board of Internal Improvement a loan equal to their ability, considering their obligations to the commerce and trade of the country, and the condition of its currency. The means of the Board will be exhausted by the month of December. The locks and dams, particularly on the Kentucky river, unfinished, and, in that state, creating positive obstructions to the navigation of the stream. The obligations and debts existing and due to public contractors, both upon the rivers and the roads, uncanceled. The whole system in danger, and the public funds expended, with the works unfinished; not only lost, but that loss working a greater injury by its consequences. These difficulties have presented themselves to my mind, and in my reflections how they could be overcome, I have been pointed to the patriotism of my fellow-citizens, which has never failed to answer the calls of the Commonwealth when made, no matter what the emergency or the duty to be performed.

With \$200,000 in addition to the funds on hand, the present works under contract, and whose completion is so much desired, may be completed, the whole system saved, and the public faith preserved.

The thought has occurred to me that that sum could be raised by a sale of the State six per cent. Bonds, to the citizens of Kentucky, if an effort and an appeal were made to them. I am fully aware that there is not capital in Kentucky seeking an investment of the character proposed as matter of profit; but I am satisfied that there are two hundred men in Kentucky, if they could be convinced and made to understand the wants of their State at the present crisis, who would spare from their private fortunes, one or two thousand dollars each, by becoming purchasers of the six per cent. State Bonds, which I am authorized to sell. These bonds must, in the course of a short time, command a premium; and the purchasers, if they desired it, could easily convert them into money. The effect this would have upon the credit of the State, and the value of her stocks, would be instantly felt, to say nothing of the influence it must have upon the future legislation of the Commonwealth upon the subject of Internal Improvement.

I cannot, in this letter, enter into a further illustration of the subject. I now appeal to you, sir, to give your aid.—You can render to your State and to posterity, incalculable benefits, without serious loss or inconvenience to your private fortune. If you concur with me in the views presented, I wish your early answer. I propose, in conjunction with the President of the Board of Internal Improvements, to meet you and others, to whom I have addressed a similar communication, on the 3d Monday in October next, at Lexington. May I solicit your patriotic aid to enlist others also to come.

We only want the engagement to pay, say one half in January and the remainder in 90 or 120 days. Come and aid us with your counsels, if you cannot yourself purchase you may induce others. If I obtain favourable answers, public notice will be given. Hoping that I may find you favourably inclined to aid me in this effort to sustain the interest of our State, I subscribe myself

Your obedient servant,
C. A. WICKLIFFE.

Illinois Bonds not Sold.—The Quincy Whig states that Governor Carlin had received a letter from Gov. Reynolds, stating that the commissioners had been unable to effect any thing in the sale of the bonds in Europe, and that the bonds had been left in the hands of Judge Young, one of the commissioners, in the hope that a more favourable change would come over the money market.

From the New Orleans Commercial Bulletin, Oct. 19.

Suspension by the New Orleans banks.—At a meeting of the Presidents of all the banks in this city, held last evening, the following preamble and resolutions were unanimously passed:—

Whereas, intelligence has been received of the suspension of specie payments by the banks of the principal Northern cities; and whereas, the banks of the neighboring states are in a state of suspension—

Resolved, That in the opinion of this meeting, a suspension of specie payments by the banks of Louisiana is inevitable; and that therefore, the immediate adoption of such a measure is urgently called for by the best interests of the community.

Resolved, That it be recommended to the banks to suspend specie payments until the Northern banks shall have resumed their payments in specie.

Resolved, That the rules and regulations of the Board of Presidents, in force during the late suspension of specie payments, be and are hereby revived, and monthly statements of the condition of the banks be published.

Resolved, That the above resolutions be published in the Bee, the Bulletin, and Louisiana Courier.

L. HERMANN, Sec'y Board Presidents.

OUR BANKS.

The following very proper and commendable resolutions were adopted by the presidents of the different banks of the city of New Orleans. The means taken to effect the intended object—that of preventing an issue of paper by any bank, beyond what its available means can safely justify—strike us as wholesome and necessary, and will doubtless prove efficacious:—

At a meeting of the bank presidents of this city, held this day, the following was unanimously adopted:

It is agreed, that in order to prevent an emission of notes by any bank, to an amount not warranted by its active means, and which, if permitted, might render the resumption of specie payments most difficult, if not impracticable; the following regulations for the settlement of balances due from one bank to another, shall govern all the banks during the suspension of specie payments:—

On Saturday of each week, every bank shall furnish a statement of the notes it may have on hand of all the other banks, to the settling clerk, who shall make a tabular statement thereof, for the information of the banks: and, on the first Saturday of every month, commencing on the first Saturday of December next, there shall be a general interchange of notes; each bank (the Merchants' Bank not having suspended, being alone excepted,) returning all notes in its possession to the bank which issued them, and a general settlement shall, on the following Monday, take place, the settling clerk giving checks to the creditor banks on the debtor banks, as has heretofore been done by said settling clerk in making the weekly settlements.

The debtor banks shall be bound to give to the bank or banks to which they may be indebted, for the amount due discounted notes out of their portfolio, not having over 30

days to run, which notes shall be endorsed by the debtor bank, and shall not be renewable, or exchange at the current rates, to the satisfaction of the creditor bank, or specie, as the debtor bank may prefer—and the notes of any bank refusing to settle its balance, conformably with this regulation, on the fact being communicated to the board of presidents, shall no longer be received in payment or deposit by the other banks of this city.

(Signed.)

C. ADAMS, Jr., Chairman,
LUCIEN HERMANN, Sec'y
Board of Bank Presidents.

New Orleans, 21st Oct., 1839.

The Chesapeake and Ohio Canal.

Communicated by T. Fillebrown, Esq., of the Office of the Chesapeake and Ohio Canal Company, Washington.

The Chesapeake and Ohio Canal Company derives its power from a charter granted by the Legislatures of the States of Maryland, Pennsylvania and Virginia, assented to by the Congress of the United States. Its object is, to connect the waters of Chesapeake Bay with those of the river Ohio. The capital of the Company is unlimited, and is made up of individual, state, and other corporate subscriptions. Of this, the United States have taken \$1,000,000, the city of Washington \$1,000,000, the cities of Georgetown and Alexandria \$250,000 each, the State of Virginia \$250,000. The funds of the Company have been increased from time to time by loans of greater or less amount, as exigencies have required.

The canal is arranged into three grand divisions, denominated the Eastern, Middle, and Western Sections. The first extends from Georgetown, in the District of Columbia, to Cumberland, in the State of Maryland; following the left bank of the Potomac river, with such occasional divergencies therefrom as the face of the country and facilities of construction require. The survey of the Middle and Western Sections has not been definitely made; consequently the precise location and distances are not correctly ascertained.

Operations were first commenced on the Eastern Section on the 4th of July, 1828, when ground was broken by John Quincy Adams, then President of the United States, in presence of a large concourse of citizens, assembled to witness the ceremony.

Since that period, the canal has been completed from Georgetown to Dam No. 6, a point above the town of Hancock a distance of 136 miles from tide water. On this portion there are 53 locks, 100 feet in length between the gates, by 15 feet in breadth, and averaging 8 feet lift; 150 culverts, of various dimensions, many of them sufficiently spacious to admit the passage of wagons, aqueducts, as follows:

No. 1, over Seneca Creek,	3 arches of 30 ft. span each.
do 2, do Monocacy River,	7 do of 54 do
do 3, do Catocin Creek,	3 do 2 of 20 and 1 of 28 f.
do 4, do Antietam Creek,	3 do 2 of 24 and 1 of 48 f.
do 5, do Conococheague Cr.	3 do of 60 feet span each.
do 6, do Licking Creek,	1 do of 90 feet do
do 7, do Gt. Tonolowha Cr.	1 do of 62 do

This extent of the canal is fed from the Potomac by six dams across the river, of from 500 to 800 feet in length, and from 4 to 20 feet elevation. The breadth of water surface is 60 feet for the first 60 miles above Georgetown; for the remaining distance 50 feet, and 6 feet deep throughout the entire line. The aqueducts, locks, and culverts are constructed of stone, laid in hydraulic cement.

That portion of the canal under contract extends from Dam No. 6 to Cumberland, (the western terminus of the Eastern Section,) a distance of 50 miles. On this line there will be 22 locks, 40 culverts, 2 dams, and 4 aqueducts, as follows:

No. 8, over Sideling Hill Creek,	1 arch of 70 feet span.
do 9, do Fifteen Mile Creek,	1 do 50 do
do 10, do Town Creek,	1 do 60 do
do 11, do Evitt's Creek,	1 do 70 do

About midway of this distance is a tunnel, through the spur of the mountain, called the "Pawpaw Ridge." This tunnel is 3,118 feet in length, from the northern to the southern portal, and 24 feet in diameter, with an elevation of 17 feet in the clear above water surface, through solid, blue,

argillaceous slate-rock as far as the excavation has been made. Two perpendicular shafts are in operation, one 188 feet, the other 122 feet in depth; from the bottom of these shafts the drilling and blasting proceeds horizontally north and south, the core being elevated to the surface by machinery. The highest point of the mountain above the tunnel bottom is 378 feet. From the southern portal the longitudinal perforation exceeds 800 feet. The passage through this mountain saves the distance of five miles of heavy rock excavation the cost of which was estimated to equal that of the tunnel. It is now considered more than half accomplished.

At Cumberland a spacious basin is in the course of construction, to be filled from the river by Dam No. 8, located at the lower end of the town. This basin is intended for the convenience of the coal trade, the coal region commencing a few miles from the river, and extending inland to an undetermined distance.

The Middle Section will leave the river at this point, by the valley of Willis Creek, whence it crosses the Savage Mountain, by a tunnel 4 miles in length, and strikes the head waters of the Youghiogony river, at which point the Middle Section will probably terminate; the Western Section passes thence down the valley of the Youghiogony to its confluence with the Monongahela river, and from thence by the valley of the Monongahela to Pittsburg, in the State of Pennsylvania, the head of steamboat navigation on the river Ohio.

The aggregate expenditure on account of the canal, from its commencement to May 31, 1839, the close of the fiscal year, has been \$8,591,768 37. It is estimated that the additional sum of \$3,000,000 will complete it to Cumberland; and that, on the opening of navigation in the spring of 1841, there will be a direct and continuous canal from the Capital of the United States to the vast and inexhaustible coal region of Allegheny county, in the State of Maryland.

Amer. Almanac.

From the Providence Journal.

Account of the capture and burning Of the British schooner "Gaspee."

In the year 1772, the British government had stationed at Newport R. I., a sloop of war, with her tender, the schooner called the Gaspee, of eight guns, commanded by William Duddington, a lieutenant in the British Navy, for the purpose of preventing the clandestine landing of articles subject to the payment of duty. The captain of this schooner made it his practice to stop and board all vessels entering or leaving the ports of R. I., or leaving Newport for Providence.

On the 17th day of June, 1772, Captain Thomas Lindsey left Newport in his packet for Providence, about noon, with the wind at north, and soon after the Gaspee was under sail, in pursuit of Lindsey, and continued the chase as far as Namcut Point, which runs off from the farm in Warwick, about 7 miles from Providence, and is now owned by Mr. John B. Francis, our late governor. Lindsey was standing easterly with the tide on ebb, about two hours, when he hove about at the end of Namcut Point and stood to the westward, and Duddington, in close chase, changed his course and ran on the point near its end, and grounded. Lindsey continued in his course up the river, and arrived at Providence about sunset, when he immediately informed Mr. John Brown, one of our first and most respectable merchants, of the situation of the Gaspee. He immediately concluded that she would remain immovable until after midnight, and that now an opportunity offered of putting an end to the trouble and vexation she daily caused. Mr. Brown immediately resolved on her destruction; and he forthwith directed one of his trusty ship-masters to collect eight of the largest long-boats in the harbor, with five oars to each, to have the oars and row-locks well muffled. To prevent noise, and to place them at Fenner's wharf, directly opposite to the dwelling of Mr. James Sabin, who kept a house of entertainment for gentlemen, being the same house purchased a few years after by the late Welcome Arnold; is now owned by, and is the residence of Colonel Richard J. Arnold, his son.

About the time of the shutting of the shop, soon after sunset, a man passed along the main street, beating a drum and

informing the inhabitants of the fact that the Gaspee was aground at Namcut Point, and would not float off until 3 o'clock the next morning, and inviting those persons who felt a disposition to go and destroy that troublesome vessel, to repair in the evening to Mr. James Sabin's house. About 9 o'clock, I took my father's gun, and my powder-horn and bullets, and went to Mr. Sabin's, and found the south-east room full of people, where I loaded my gun—and all remaining till about 10 o'clock, casting some bullets in the kitchen, and others making arrangements for departure—when orders were given to cross the street to Fenner's wharf and embark, which soon took place, and a sea captain acted as steersman of each boat, of whom I recollect Captain Abraham Whipple, Captain John B. Hopkins, (with whom I embarked,) and Captain Benjamin Dunn. A line from right to left was soon formed, with Captain Whipple on the right, and Captain Hopkins on the right of the left wing.

The party then proceeded till within about sixty yards of the Gaspee, when a sentinel hailed, "Who comes there?" No answer. He hailed again, and no answer. In about a minute, Duddington mounted the starboard gunwale in his shirt, and hailed, "Who comes here?" No answer. He hailed again, when Captain Whipple, answered as follows:—"I am the sheriff of the county of Kent—I have got a warrant to apprehend you, so surrender."

I took my seat in the main thwart near the larboard row-locks, with my gun by my right side and facing forwards. As soon as Duddington began to hail, Joseph Bucklin, who was standing on the main thwart on my right side said to me, "Epeh reach me your gun, and I can kill that fellow." I reached it to him accordingly, when, during Captain Whipple's replying, Bucklin fired and Duddington fell; and Bucklin exclaimed "I have killed the rascal." In less time than a minute, after Captain Whipple's answer, the boats were alongside of the Gaspee, and boarded without opposition. The men on deck retreated below as Duddington entered the cabin.

As it was discovered that he was wounded, John Mawney who had for two or three years been studying physic and surgery, was ordered to go into the cabin and dress Duddington's wound, and I was directed to assist him. On examination it was found the ball took effect about five inches below the navel. Duddington called for Mr. Dickinson to produce bandages and other necessities for the dressing of the wound, and when finished, orders were given to the schooner's company to collect their clothing and every thing belonging to them, and put into their boats, as all of them were to be sent on shore. All were soon collected and put on board of the boats, including one of our boats.

They departed and landed Duddington at the old still-house wharf, at Pawtuxet, and put the chief into the house of Joseph Rhodes. Soon after, all the party were ordered to depart, leaving one boat for the leaders of the expedition, who soon set the vessel on fire, which consumed her to the water's edge.

The names of the most conspicuous actors are as follows, Mr. John Brown, Captain Abraham Whipple, John B. Hopkins, Benjamin Dunn and five others, whose names I have forgotten, and John Mawney, Benjamin Page, Joseph Bucklin, and Turpin Smith, my youthful companions, all of whom are dead, I believe every man in the party excepting myself, and my age is eighty-six years this twenty-ninth day of August, eighteen hundred and thirty-nine.

EPHRAIM BOWEN.

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Report to Macon Convention--Cotton Circular.

The committee to whom was referred the resolution instructing them to present the subjects on which the convention was called upon to deliberate and act, beg leave to report:—

That after the full exposition which is contained in the Cotton Circular, adopted by the Planters and Merchants, at their meeting in the city of New York, on the 5th of July last, they deem it in some degree superfluous, minutely to explain or to enlarge on the points submitted to the people of the cotton growing states, in that document.

We have therefore convened for the purpose of considering:

1st, Whether there be any inherent defect in the mode and manner of shipping our great staple under the existing system of advances made by the agents of the foreign houses, through whom it has been hitherto principally exported!

2d, Whether, if the injurious tendency of the system be demonstrable, there exists within ourselves any remedy!

We will now, as succinctly as possible, proceed to the discussion of these points

It is well known that with the exception of the very inconsiderable portion of the crop purchased under direct orders, for the spinners and for foreign account, the great bulk of our cotton is shipped either by the planter or merchant or dealer, under advances made by the agents of foreign houses. The mode in which this operation is conducted is as follows:

Usually, the banks in the Southern States advance the money that moves forward the whole crop, (or nearly so,) on letters of credit, as security. The bills founded upon these securities, are usually, at 60 days sight. They are forwarded at once; but the cotton being much more tardy in its movement, they frequently mature before its arrival; and if the cotton has to be forced upon the market; or the acceptor of the bill has to pledge the cotton to brokers or bankers, to raise the money to meet his acceptance. This may be done when money is plenty, without difficulty; but the moment it becomes necessary for the holder of the cotton, or the bank to realize the funds advanced on it, then the cotton must be sold, whether during a depressed or favourable market. Whenever the Bank of England refuses to discount the cotton receiver's bill upon his broker, endorsed by his banker, his banker cannot give him any further means; because, peradventure, the Bank of England has set her face against transactions in cotton. Then the cotton must be sold at any sacrifice to the spinners, who are well advised of the amount of our staple thus ready for sacrifice, and the period when it must be forced upon the market. It moreover may happen that the bills which the parties shipping the cotton have received, may be good, or good for nothing; and what does the planter and shipper trust to when he agrees to take those bills in return for the produce of his industry? He trusts first, to the authority of the agent to make the stipulated advance, and to draw the necessary bills on his principal. He trusts in the next place to the inclination of the parties abroad—first to accept the bills; and, secondly, to pay them at maturity. But he trusts finally, to the skill and judgment of the foreign houses, in the realization of the property, and to their ability and disposition to hold it until the most favourable moment for its sale. The receiver of the cotton risks nothing, but the difference between the market value and the price advanced,

unless the latter is both extravagant and speculative. (which one party ought not to ask, nor the other to give,) this risk is trifling.

We are entirely aware that it may be urged, that probably four-fifths of the produce of the globe is circulated by the means of bills of exchange. It is just as certain that protested bills, drawn against shipments of cotton, are sent back by thousands and hundreds of thousands of dollars by every packet, whenever the market is temporarily or permanently depressed. If the price is high enough to cover them, they are accepted, if not, the reverse inevitably follows.

We think, from this statement, it must be altogether obvious, that our great staple is without any protection whatsoever; to say nothing of the fact that it may sometimes be in the hands and at the mercy of those whose interests and sympathies are with the buyers of the article, rather than with the shippers, or the producers, in spite of the exemption from this imputation which is justly due to some of the English houses, who have adhered to the interests of their correspondents with great firmness and fidelity, amidst unexampled difficulty.

Indeed it is altogether impossible to conceive a system of sale so utterly defenceless, for an article which performs such an essential office in regulating the exchanges and influencing the currency of our country.

We will now proceed to the second branch.

2d. Having thus demonstrated the injurious tendency of this system, the question arises whether there exists within ourselves any remedy! The avowed designs of this convention being to devise some means to protect in future, a most important American interest, we pass at once to its consideration.

It may not be out of place to advert to that derangement in the monetary system of the United States, which, in 1837, led to a suspension of specie payments throughout the American Republic. At that time our country owed to Great Britain a large commercial debt, arising out of the excess in value of the imports over the exports of the United States, in their trade with England.

To pay this balance in specie was impracticable. An unusually favourable season had given us a crop of unprecedented abundance in the cotton growing states. To transmit this property to the country of our great creditor, as fast as possible, as an evidence that the citizens of the United States were neither wanting in the means nor the disposition to redeem all their obligations, the aid of the banking institutions of the Union was invoked, and to guard a part of the property so transmitted, through their instrumentality, from unnecessary sacrifice in the market of consumption, the agency of Humphries and Biddle was established in Liverpool. The result of that agency in winding up the large crop of 1838, is conclusive proof of what may be done by consignees thoroughly devoted to American interests, subject to no necessity by heavy advances, to glut the market by forcing upon it large stocks in constant and disastrous succession.

In this brief outline, is embraced the whole head and front of the offence which has led to so much animated discussion and wide spreading denunciation, in the public prints of both countries. Whenever, however, a dispassionate and disinterested judgment shall be pronounced upon the motives and objects of those who established this agency, that judgment will prove equally honourable to their sagacity, and their patriotism; and to the gentlemen in Liverpool who conducted

its affairs—who are entitled to the abiding confidence of our people, for the fidelity and firmness with which they adhered to the interests of their constituents.

It might naturally have been expected that when the causes which had led to the establishment of this agency for the defence of our great staple had been removed the trade would fall back into his old channels, and that the protection for our interests would be ample, with the means at the command of the individuals engaged in it.

No one sought to prevent this. The field was open to the enterprise of all. No embarrassment was wantonly thrown in the way of any one. Nothing has been said or done by the so called "monopolists," to prevent others from entering into a fair competition with them.

But we have, unfortunately, been obliged to learn by a severe lesson, that other countries as well as our own, may, at times be destitute of an adequate supply of the precious metals. We have to realize the painful truth, that after devoting our capital, our anxious attention and our labour, to produce a good crop, and after witnessing the partial disappointment of our hopes, from the unfavourable influence of the elements in our own country, the value of what we have secured is to be essentially diminished by the extent, or deficiency, of a different crop in another country.

Granting that a calamity of a short harvest in England being an act of Providence, by which the productive energies of her people are rendered of less value, has to be and ought to be ultimately shared by all other countries, participating in her commerce, and that submission is consequently no less a matter of necessity than a point of duty, it by no means follows that one section of the world should bear the greater part of the burthen of such loss, by the depreciation of its own productions in a disproportionate degree.

This we maintain has been the effect whether it was designed to be so or not, by the course which has been pursued by the Bank of England in regard to the cotton crop of the United States. That particular article has been selected from all other articles as the one which was to be sold at low rates in England, because food had to be purchased from other countries at high rates, to sustain her people. We are aware that this position will be vehemently denied. It is, nevertheless, strictly true. Let any man look over a file of English commercial newspapers for the past eight months and see if he can discover, any other article of merchandise or trade, in which speculation has been so energetically denounced, or relative to which so many combinations have been developed, calculated to prevent its yielding a fair remunerating price to the producer or importer. Let him review the prices current—the agreement among spinners—the articles on the money market—the statistics of the crop and consumption—the advance of the rates of discounts by the Bank of England—and then let him say, if there is one word in them all which depreciates a rise in the price of sugar, coffee, saltpetre, indigo, or tea, or any other production, save cotton? Let him then honestly state his conviction, whether there has not been a combined, extensive and most influential effort to depreciate the value of the cotton crop of the United States.

If we shall be fully satisfied of the truth of these propositions, there can remain no doubt of the justice, or the propriety of our adopting such measures of self-protection as shall guard our interests against such influences in future.

The question arises what these measures shall be? Here we will take occasion to advert to the gross misrepresentation of the motives and objects, of those who are responsible for the call of this convention. It has been said that it was nothing more or less than to get up a scheme for giving a speculative excitement to prices; to establish a permanent monopoly in the cotton market, and to seduce, by the temptation of high profits, the banks from the sphere of their legitimate business to turn merchants; and thus to derange the whole commerce of the country.

These allegations are utterly untrue. In the first place we avow that nothing would be more injurious to that great desideratum, steadiness in the price of our staple, than any temporary and undue excitement in the market, whilst the charge of monopoly when the whole crop is open to the competition of the whole world is equally unfounded. It will be

perceived, in the sequel, that so far from desiring to force or seduce the banks into the risks of commercial adventures, that we do not propose to them to do any thing more than perform their usual function of lending money with an augmented security. In one word we propose that the banks of the Southern States should commence forthwith to make advances on cotton on the pledge, in a practicable form of the material itself; with the personal security of the persons taking the advance.

We are aware that one of the strong objections urged to this scheme was the medium of post notes, through which it was proposed that these advances should be paid. Since the call of this convention, and the period of its assembly, the banks generally, with few exceptions, have suspended specie payments throughout the Middle and Southern States, and which is likely, in spite of the strong efforts by the banks in New York, to sustain a redemption of their notes in coin, will become universal, until the country can recover from the great and unprecedented embarrassments into which it is thrown. It therefore becomes needless to discuss the post note system and to show, that in small sums, and with a certain fund for their redemption, at maturity, they might be made equivalent to the best inland exchange; or ordinary note circulation. The crisis is certainly propitious to a fair test of the efficacy of the experiment of protecting our staple through the instrumentality of our banks, as the process of exchanging their notes for good sterling bills is, to them, unquestionably a measure, not only of essential safety, but of sound policy. We are very far from saying, that so signal a calamity as the interruption of payments in coin by our banks is to be regarded with any other feelings than those of profound regret; but we apprehend that this suspension has resulted from a manifest and unavoidable necessity. The truth is, the late resumption was premature. Our country had not recovered from the prostration in 1837, and the present crisis has been precipitated upon us by the short harvest of the last autumn in Great Britain, and consequent rise in the rate of interest by the Bank of England which rendered American securities utterly unavailable—depreciated the value of the cotton crop of last year—and entailed upon our shippers the necessity of meeting enormous reclamations.

The inquiry therefore arises, whether we cannot use our great staple as the means of resuscitating our banks of enabling them to replenish their vaults with the precious metals, and thereby fortify themselves for resumption, whilst they shall subserve the important purpose of protecting the great cotton growing interest of the country. We think we can.

We have not at the South the mines of Mexico or Peru, but we have growing on the surface of our fertile plains, a staple of equal value, at infinitely a less cost of production, and without any expensive process of complicated alchemy of easy convertibility into the precious metals. Shall we in the process of this exchange allow others to reap the benefits of this conversion; at a moment too, when our banks require a reflux of bullion into their coffers, or its equivalent in foreign exchange, in order that, at no distant day, they may redeem their faith with the public? If the banks in the Southern States, advanced on the whole cotton crop of our country, it is quite obvious that they would through the foreign exchanges, have what would be equivalent to a supply annually, of eighty millions of the precious metals. The exchanges of the Union would in this event, be centralized at the South, and something done for the accomplishment of that great desideratum of Southern hope and aspiration—a direct trade.

And we have no hesitation in saying that we believe if the banks of the South come forward promptly and generally and make advances at safe rates, to responsible parties on our crop that the most stupendously beneficial change will be effected in the currency trade, and exchanges of our section of the Union that has ever been consummated. If at this moment when they want the support of our great staple most, they should embrace the propitious conjuncture, whenever a resumption of specie payments should be commenced, by general accord, they would not only be in a state for vigorous resumption, but be in a condition of impregnable strength, under the system of exchanging, in a greater or less degree,

eighty millions of their currency for eighty millions of foreign or domestic exchange. For, with the former it is altogether obvious—they could have the means of drawing any amount of bullion they pleased from Europe, after selling a sufficient sum to meet the inland exchanges of the country.

With these manifest and multiplied blessings before us, we invite the cordial concurrence of the Southern banks, planters and cotton merchants, in the measures we are about to submit. We are aware, however, we should not perform our duty, or very inadequately meet public expectation, if we did not point out, practically, the mode by which these desirable objects are to be accomplished.

First, it is proposed at all the principal shipping ports of the cotton states, that parties, whether planters, cotton merchants or factors, should apply to the banks for such an advance on the cotton they hold, as may be in conformity with the current rates and be mutually agreeable to the parties.—In every case where the bank conceives the advance asked for is too high, it is quite competent for the institution making the advance, to require in addition, all the security incident to an ordinary discounted note. It would be altogether impracticable for this convention to fix the standard of what would or would not be a safe rate of advance; as this, of course, must depend on the fluctuating questions of production and consumption—the first influenced by the vicissitudes of the seasons in our own country; and the last by the state of trade abroad. This must of course, be left to the sound discretion of the banks themselves. By requiring this security at home, this spirit of reckless speculation would be repressed; and the disastrous embarrassments of uncovered reclamations, to a vast amount averted. The party applying for the advance must produce the warehouse receipt and policy of insurance, duly assigned to the bank; or bill of lading if the cotton is on the eve of shipment abroad. The bank, as its equivalent, after charging the interest and allowing the difference of exchange, takes the sterling bill of the shipper at six months, and advances its own notes, and by mutual agreement, it is arranged to which of the houses to be hereafter appointed in Europe to hold these consignments the cotton is to be shipped, with an explicit understanding, that it is to be held for six months from the period of shipment, if so long be necessary, to secure an advantageous sale. If the advances are received by the banks in the interior, then the receipts and the bills of lading, may be transmitted to their agent banks in the shipping ports, in order that the sterling bills may be signed by the shipper, that the exchange may be negotiated.

It will be perceived that by the specific resolutions annexed to this report, the mode by which we propose to carry out this great measure, is

First, by the appointment of a committee in each of the great cotton markets of the Southern States, to confer with the banks forthwith, in order that arrangements may be made to commence advancing on cotton on the terms proposed.

Secondly, that these standing committees be authorized to confer with the banks as to the selection of the houses in Great Britain, and on the continent of Europe, who shall be empowered to receive and sell the consignments from each of our shipping ports. It may perhaps be desirable to the banks to establish in the foreign markets, as the best schools for our young merchants, new American houses, to attend to the transactions of their business. Your committee in considering the report made to this convention by Gen. Hamilton, in obedience to the instructions of the New York meeting, which devolved on him the province of arranging with sundry European houses, to take the consignments, and which has been referred to your committee, are of opinion that the convention had better make no designation of the houses; but simply to suggest the above reference, however entirely satisfied they may be with the manner in which this gentleman performed this duty; and of the undoubted respectability of the houses with whom he conferred.

Thirdly, that in the city of New York there should be an agency established for each Southern shipping port, to be appointed by the committees and banks of said ports, whose duty it should be to sell such cotton as may be shipped to New

York, and such exchange as may go to that place for negotiation.

Fourthly, that a delegate from each of the committees of the several cotton markets, meet on the 1st day of August of each year, in the city of New York, to confer with the New York agencies, and to devise such measures as may more effectually promote the objects of this convention.

This is the sum and substance of the plan which we propose for the protection of our great staple, and the resuscitation of our currency. In its details there is neither complication nor mystery. Its object is to borrow the money on our staple at home and not abroad, and thus to place it beyond the reach of sacrifice, whenever the Bank of England may either, from wise councils, or an unfounded panic, raise the rate of interest. We disclaim the stupid charge of hostility to the manufacturing interests of England, for the manifest reason, they constitute our best customer.

We must, moreover, be allowed to enter our protest against the unfounded allegation, that we desire to fix, by an absolute edict, the price of cotton. We aim at no object so absurd and unattainable. We know that the great law of supply and demand must after all, regulate price.—But it is a legitimate object of trade, by wise provisions, to guard against glut in the market, and unfounded panics, often the result of unworthy and profligate combinations.—We have repeatedly seen the most false and unblushing statements of the probable amount of the cotton crop of the United States, for the purpose of depressing its value. Last year it was asserted that the production would be 2,000,000 bales, in the face of a product of 1,350,000; and, in the face of a drought of unexampled intensity this season, it is affirmed with equal truth, that that of the present year would reach 2,300,000 bales, which, in no event, can exceed an average one. No article of agriculture and commerce in the whole civilized world, is exposed to such accumulation of dangers, as our great staple. Even that pestilent drug of oriental luxury; the expulsion of which has recently convulsed a mighty empire to its centre, seems less an object of hostile combination among those at least, who purchase it, although it dispenses madness and death, than a staple which gives to man his most healthful raiment; and which rivals the fleece of the lamb in its softness, and the miraculous results of the industry of the silk worm in the fineness and beauty of its fibre.

We desire no monopoly. If the agents of foreign houses are willing to give a higher rate of advance than the Banks, let them take with the cotton, the risk of such adventures. All that we wish is, to place a portion at least of the cotton crop beyond the reach of coercive sales, under the death warrant of a 60 day bill, that has run to maturity. We wish, moreover, to place at least a portion of the crop beyond the blighting influence of those theories of finance, which, although they may have emanated from the highly respectable parlor of the Bank of England, are not to be found in the philosophy of Smith or Ricardo, which have struck, in the last summer, a blighting influence, not only on the American trade, but have prostrated one of the greatest branches of the gigantic industry of the British Empire; under the vain and absurd hope of stopping during an obviously unfavorable state of trade and a deficient harvest, that stream of gold which was as certain to flow out of England as the father of our western waters is to roll his current to the ocean. These wise men, in their generation, have indeed done their worst—they have prostrated American interests, and all the interests in their own country connected with our own, but the fatal tide still flows on.

And if our Banks desire that a portion of this stream shall be lavished on our own shores, let them turn to our great staple, which, under a judicious course of trade, will command the precious metals from every quarter of the Globe.

To our associates in an important branch of our industry, the Cotton Planters of the country, we would address a voice of sympathy and warning—we would tell them that the mode by which the product of their capital and skill is disposed of in the great market of its consumption, is enough to break down the most valuable staple, next to the staff of life, which God has given to man.

They must not rest satisfied with the uncertain calculations of the product of a crop, liable to be cut short almost to the last moment of its gathering, by the vicissitudes of the season. Whether it be a large or a small one, a judicious system for offering it for sale in the great foreign markets of its consumption, is equally the part of policy and wisdom.—The fact is not to be concealed, in spite of the depressed state of trade in England, if the American houses in Liverpool had held this year, the stock of cotton which was consigned Humphries & Biddle alone, during the last; from ten to fifteen millions of dollars reclamations would have been saved to the country; we should have had an effective balance wheel in giving steadiness to the market. The contagion of a disgraceful panic would have been suppressed; and some just relation preserved between even a diminished consumption and a crop of unexampled shortness.

The production of our staple treads so closely on the measure of consumption, that of all the articles of commerce, it requires the utmost care in its sale; yet perhaps it receives the least. We ought to reflect what would be the extent of the calamity which would befall our country, if it were to break down to a point which would not cover the cost of production. For to the uplands of the South, it is our only remunerating product. An efficient scheme of protection, for a few years, will make all safe. The use of cotton, as a fabric of human raiment, is just penetrating the Russian Empire; and before many years, we shall have in the boundless regions of the North of Europe, a class of consumers more numerous than those of the Kingdom of Great Britain.

With these reflections on the past, and anticipations of the future we submit, with this Report, the following Resolutions for the adoption of the Convention:

Resolved, That the gentlemen who issued the Circular, dated 5th July, in New York, which has caused the meeting of this Convention, are entitled to the thanks of every citizen, who is interested in the cultivation, or export, of the great staple of the South.

Resolved, That this Convention entirely concurs in the opinion expressed in said Circular, that owing to the circumstances under which the cotton crop is usually sent to market, the price of the article, is not left to be regulated, by the fair and natural influences of the law of Supply and Demand.

Resolved, As the opinion of this Convention that a remedy for the evil, as effective of its object, as it is simple in its character, will be found in the recommendation of the Circular, "that the cotton of our country, shall not be sent to market, accompanied by a Bill of Exchange, which must coerce its sale, at a fixed date, whatever may be the state of the market."

Resolved, That the Cotton Planters and American Shippers, in the Southern Ports, be earnestly requested to concur in the measures recommended by this Convention, by which they may be certain of having their cotton held, and not forced on the market at a ruinous sacrifice.

Resolved, That the Banks in the Southern States be invited to concur in a general system of advancing on the crop, as the only certain means of replenishing their stock of specie, and of placing their circulation on a sound basis.

Resolved, That the Committees at Mobile and New Orleans be requested to call a meeting of the Directors of the Banks, Planters, Factors, and American Cotton Shippers, in their respective cities, at an early day in November next, that the proceedings of this Convention may be laid before them.

Resolved, That the following gentlemen do constitute the Standing Committees:

For New Orleans.—L. Millendon, John Minturn, S. Peters, N. M'Geehee, D. M'Goffin, and John Hagan, Esqrs.

For Mobile.—H. B. Gwathmey, Wm. H. Robertson, C. C. Langdon, John R. Blocker, Geo. S. Gaines, Th. E. Tart, Thos. J. Butler, B. B. Faintane, John Mayrant, J. S. Deas, Franklin C. Heard, Esqrs.

For Savannah.—G. B. Lamar, Ed. Padelford, Jos. H. Burroughs, Wm. Patterson, B. E. Stiles, Chas. Hartridge, Esqrs.

For Charleston, S. C.—John Robinson, Robt. Martin,

Robt. Collins, John Kirkpatrick, Henry Gourdin, James Hamilton, Esqrs.

For Columbia, S. C.—Wade Hampton, W. Wallace, R. Sondley, J. Adams, R. Goodwin, Esqrs.

For Hamburg, S. C.—Henry Schultz, Edward D. Leas, Charles Lamar, Marshall R. Smith, H. W. Solomon, Esqrs.

For Augusta, Ga.—Alfred Cumming, Paul Fitzsimmons, George W. Lamar, Peter Pennock, John P. King, Esqrs.

For Milledgeville, Ga.—Dr. T. Fort, J. W. A. Sanford, I. L. Harris, Esqrs.

For Macon Ga.—Dr. A. Clopton, J. Cowles, Chas. Collins, J. Goddard, M. N. Burch, Chas. Cotton, J. G. Moore, Ed. Hamilton, Wm. B. Johnson, Esqrs.

For Columbus, Ga.—John Fountain, John H. Howard, Dr. Thos. Hoxey, Wm. H. Harper, H. S. Smith, Esqrs.

For Montgomery, Ala.—Jesse Taylor, John Martin, John Scott, Thos. S. Mays, B. Bibb, Esqrs.

For Tuscaloosa, Ala.—John Marrast, A. Battle, Edmund Prince Hardin Perkins, Robt. Jameson, Esqrs.

For Co umbus, Miss.—Judge Andrew Bibb, George H. Young, Judge J. Moore, Thomas McGer, Major Bluvit.

For Natchez, Miss.—N. Ware, Gen. Quitman, John Ruth, Judge Thatcher, Mr. Dalgreen.

For Vicksburg, Miss.—Judge Lale, Mr. McNeil, Dr. B. Harris.

For Tallahassee, Fl.—Jesse Coc, Edward Bradford, J. H. T. Lorrimer, A. M. Gatlin, Samuel Reed.

For St. Josephs, Fl.—T. B. Howard, E. J. Hardin, Park Street, G. W. Smith, Mr. Doffin.

For Apalachicola, Fl.—W. G. Porter, E. Wood, Hiram Nourse, D. Goldstein, W. G. Raney.

Resolved, That the foregoing Committees be specially requested to carry into effect the duties confided to them in the above Report, and that they communicate to the Central Committee, at Mobile, what they have done in the premises, that the same may be announced in the public journals of the respective States.

Resolved, That the said Committees be requested to supply all vacancies which may occur in their respective bodies.

Resolved, That the Banks and several counties and districts in the Cotton States, be requested to send Delegates to the "Commercial Convention," to meet in Macon, Georgia, in May next, to unite with that body for the purpose of taking into consideration the currency of the country and the interests of the Cotton Trade, by which the direct trade with Europe is to be so essentially promoted.

On motion of John Lamar, Esq.

Resolved, That the Committee of twenty-one be requested to superintend the publication of the proceedings of this Convention; and see that they are properly authenticated—and that 1000 copies be published.

On motion of E. A. Nisbet, of Macon, the Convention adjourned until 4 o'clock, this afternoon.

4 o'clock, P. M.

Convention met agreeable to adjournment. President in the Chair.

On motion of Honorable E. A. Nisbet, General Joseph Thomas, of Burke county, and Colonel A. H. Kenan, of Milledgeville, were invited to seats in the Convention.

On motion of C. C. Mills, of Alabama, the Report and Resolutions of the Committee of Twenty-one was adopted.

The Convention then adjourned.

THOMAS HOXIE, Chairman.

C. A. HIGGINS, } Secretaries.
U. J. BULLOCK, }

WAR DEPARTMENT, }
PENSION OFFICE, Oct. 11, 1839. }

Sir—I have to request that you will make no payments until the 4th of March next, to any Pensioner, whose certificate bears date since the 3d of September, ultimo.

I am, very respectfully,

Your obedient servant,

J. L. EDWARDS.

T. W. OLcott, Pension Agent, Albany, N. Y.

At a meeting of the Presidents of the Insurance Companies of Philadelphia engaged in Marine Insurance, held May 10th, 1839.—David Lewis, Esq. was appointed Chairman, and Joshua Emlen, Secretary,

The following preamble and resolution was unanimously adopted and ordered to be published, viz:

Whereas, in the adjustment of a partial loss on vessels, a practice has prevailed to some extent in this city of charging to the underwriters the *whole* amount of incidental expenses, such as the charges for the use of a marine rail-way, stage-hire, bulk-hire, &c. &c.—And whereas, the said practice is at variance with the established usage in other parts of the United States, and in the opinion of eminent counsel, is contrary to the principles of equity.

Therefore, Resolved, that the Underwriters of this city will not hereafter admit a claim in the adjustment of which the above named practice is recognised.

DAVID LEWIS, Chairman.

JOSHUA EMLEN, Secretary.

The following important announcement from the Board of Underwriters of the port of New York, we find in the Commercial and Shipping List.

Notice to Ship Owners and others.—The Underwriters of this city, considering the recent insecure mode of fastening chain bolts, adopted by some of the ship carpenters of this city and elsewhere, hereby give notice, that the New York Inspectors have been directed to rate no vessel better than 3d rate, if the chain bolts are not secured with a riveted forelock, inside the ceiling; and further, that on all such vessels an additional premium is to be charged after the first day of November next.

The Underwriters have also observed an objectionable mode of signing Bills of Lading by clerks and persons not legally authorized to do so. The Marine Insurance Companies of the city will not hereafter consider Bills of Lading valid without the signature of the master of the vessel, or some other person legally authorized to sign for him.

New York, 15th Oct., 1839.

WM. NEILSON, President,
Board of Underwriters.

WALTER R. JONES, Sec'y.

NEW YORK CIRCULAR.

A number of the most respectable merchants of New York, finding that the system of accepting drafts as hitherto practised, has been ruinous to some and injurious to many have adopted the following

CIRCULAR.

New York, Sept. 14, 1839.

Sir: The system of accepting, hitherto, has been (not only) injurious to the commission merchant, but also to the miller, and for the safety of both, must be changed. We have, therefore resolved to discontinue it, unless under the following regulations:

1st. That all purchases of wheat shall be regulated by the price of flour in the city of New York.

2d. That no wheat shall be taken by you unless the price is actually fixed at the time, so that no additional rise should be paid at any future time.

3d. That we shall not accept for any person or persons, who shall pay, or cause to be paid, any higher price for wheat than the board of millers, at Rochester, from time to time may fix; nor shall we accept in any instance, for any person or persons, who shall ship any part of his or their flour for sale, (or who shall cause to be shipped) to any eastern port or place, such flour for sale, as the practice has been injurious to the millers, and has prevented and destroyed the competition which formerly existed in our own market.

4th. The city of Rochester being the common centre of the trade, is considered the best place for some uniformity of prices; and we hope the millers there, as well as at other places, will act in concert and good faith, allowing the difference in transportation, either east or west, to be added or

deducted to and from the prices paid at Rochester; and further, that all contracts for wheat, to be delivered at some future time, is an evasion of the second regulation, and comes within its meaning. Our only object in carrying out the above regulations is to prevent speculations, and save ourselves from loss, as well as to see the miller paid a fair compensation for his services; and having notified the banks of this rule of action, we hope you will see the propriety of carrying it out, so that both of us can act together. We are respectfully, yours, &c. &c.

Suspension in Nashville.—The news of the suspension eastward, reached Nashville on the evening of the 17th inst. The same evening, a consultation was had among the bank officers, of that city, but nothing definite was concluded on. Next morning, the Bank of Tennessee made a specie draft of \$100,000 on the Union, and the Planters' Banks—the consequence was an immediate suspension by the two last named. The Bank of Tennessee still held out paying specie on the 18th inst. as we learnt from the Nashville Whig of that date—being unwilling to take the responsibility of suspending, while the State Legislature is present, in session, to direct its movements. With regard to the effects of suspension on the banks in that state, the Whig says: "The Stock Banks do not as some suppose, forfeit their charters by this step. They are liable, however, to pay ten per cent. interest on their protested paper; but the present feeling in the community is not such as to authorize the belief that this penalty will be exacted to any considerable extent."—*Balt. Patriot.*

From the Peoria, (Ill.) Register.

Galena Land Sale.—By a gentleman just from Galena we have the following particulars of the recent land sale at that place. It commenced on Monday the 23d September, and continued two weeks. Ten townships and six fractions were offered, all being in the old surveys south of Rock river, and lying in Mercer, Marshall and Rock Island counties; about one half in the Military Tract. But one tract (80 acres) went above the government price. It was a timber lot, for which two or three settlers residing near it contended, and which they ran up to \$1 75 per acre. All the purchasers were actual settlers, and the land bought had all been improved by them. Some improved tracts were passed over, owing to the occupants being unable to raise the money to buy them. Of course they are now free for any one to enter, though probably no man could be found who would do so.

About 50,000 dollars only were received from sales.—Nine-tenths of this were the savings of the settlers, about 5000 only having been furnished by capitalists. The loans were for one year, at fifty per cent.—the lender having the land entered in his own name, and giving the borrower a bond to make him a deed on the payment of the amount of his note at the end of a year; in default of which the lender may take possession of the land. Thus the capitalist is the purchaser from the government at 1.25 per acre, he at the same time binding himself to sell to the settler at the end of a year at 50 per cent. advance, or 1.87 per acre.

The China Traders.—We understand that a deputation has been sent from the merchants of Liverpool to wait upon Lord Palmerston, to ascertain from his Lordship the nature of the guarantee which has been given by Capt. Elliot to the British merchants trading with them, many of whom have an immense amount of property at stake totally unconnected with the opium. The deputation is also empowered by the merchants of Liverpool to ascertain what measures of protection will be afforded in future to British traders with China. Since the foregoing statement was put into type a correspondent has sent us the following: Lord Palmerston is not to be found, to the great disquiet of the merchants concerned in the Canton trade. It is not more than ten days since he kept them waiting two hours, when his secretary came and said his lordship must have forgotten his appointment, as he had gone off to Windsor.—*Liverpool Mail.*

STATEMENT

Of the situation of the Banks in New Orleans, on the 31st October, 1839.

NAMES OF THE BANKS.	CAPITAL.		Real estate and other investments.	DISCOUNTS AND LOANS.		
	Nominal.	Paid up.		On pledge of bank stock.	On stock by property b'ks & bills as required by their charters.	On real estate & notes including capital of branches.
N. Orleans Canal & Banking Co.,	4,000,000	3,999,750 00	1,597,494 15	140,103 44	....	3,091,003 63
Carrollton Railroad & Banking Co.,	3,000,000	1,949,350 00	868,242 32	219,918 33	....	1,073,723 89
Citizens' Bank of Louisiana, -	12,000,000	6,866,666 67	239,584 83	....	5,004,301 96	3,902,698 94
City Bank of New Orleans, -	2,000,000	2,000,000 00	160,723 64	....	....	2,919,052 42
Commercial Bank of N. Orleans	3,000,000	3,000,000 00	1,181,201 88	836,414 28	....	1,885,766 52
Consolidated Association, -	2,450,000	2,450,000 00	70,158 06	....	1,269,273 43	1,969,384 19
Exchange and Banking Company, -	2,000,000	948,340 00	641,646 62	....	....	802,888 92
Gas Light and Banking Company, -	6,000,000	1,854,455 00	606,015 01	....	....	2,556,919 65
Improvement and Banking Co., -	2,000,000	1,521,491 50	1,358,604 55	388,145 06	....	406,589 36
Bank of Louisiana, -	4,000,000	3,997,560 00	78,840 19	229,620 00	....	4,565,142 95
Louisiana State Bank, -	2,000,000	1,937,120 00	62,106 47	....	....	2,376,975 16
Mechanics' and Traders' Bank, -	2,000,000	1,998,390 00	49,265 15	253,306 00	....	2,097,550 69
Merchants' Bank, -	1,000,000	1,000,000 00	125,474 43	....	....	1,935,548 29
Bank of Orleans, -	500,000	424,700 00	58,714 48	....	....	488,370 45
Union Bank of Louisiana, -	7,000,000	7,000,000 00	167,498 93	....	3,215,074 11	5,930,211 97
Atchafalaya Bank, -	2,000,000	788,945 00	162,825 02	....	....	729,454 15
Total, - -	54,950,000	41,736,768 17	7,428,395 73	2,114,507 11	9,488,649 50	36,731,281 11

TABLE CONTINUED.

NAMES OF THE BANKS.	Loans to the country parishes by parent b'ks & branches.	Balances due to or from foreign bankers.		Domestic bills & bank notes of other states, held by the banks. Cr.	Balances due to or from banks in other states, including checks and post notes.	
		Dr.	Cr.		Dr.	Cr.
N. Orleans Canal & Banking Co.,	67,153 88	....	125,140 87	54,094 50	56,322 13	....
Carrollton Railroad & Banking Co.,	31,123 72	....	511 27	47,327 32	5,188 26	....
Citizens' Bank of Louisiana, -	....	278,670 14	....	756,247 87	219,788 51	....
City Bank of New Orleans, -	125,523 31	....	6,806 09	....	177,836 29	....
Commercial Bank of New Orleans,	....	255,839 05	....	413,254 64	195,563 25	....
Consolidated Association, -	....	113,660 53	....	....	1,668 16	....
Exchange and Banking Company,	92,069 32	....	....	169,817 91	166,224 52	....
Gas Light and Banking Company,	38,380 53	....	1,213 24	....	114,852 55	....
Improvement and Banking Co., -	....	....	....	....	....	17,403 95
Bank of Louisiana, -	165,557 57	....	4,172 60	51,773 48	....	13,981 35
Louisiana State Bank, -	99,612 08	....	....	....	....	....
Mechanics' and Traders' Bank, -	25,836 80	....	7,189 20	23,395 95	12,327 39	....
Merchants' Bank, -	....	3,380 50	....	1,107,779 46	2,393,313 06	....
Bank of Orleans, -	....	....	....	56,256 56	41,481 96	....
Union Bank of Louisiana, -	159,006 29	....	56,794 70	195,919 87	181,657 97	....
Atchafalaya Bank, -	....	....	....	....	....	27,493 83
Total, - -	804,263 50	651,550 22	201,827 97	2,875,867 56	3,566,224 05	58,879 13

N. B.—The four columns bearing Debit and Credit side are in reference to the New Orleans Banks.

From the amount of \$1,470,019 75, standing under the head of liabilities to the account of the Citizens' Bank, \$1,461,000, are in post notes, issued to stockholders, bearing 1½ per cent. per annum, and due as follows, viz:

\$439,300 in 1841.
486,800 in 1842.
486,900 in 1843.
48,000 in 1844.

\$1,461,000

TABLE CONTINUED.

NAMES OF THE BANKS.	Liabilities, other than those expressed, bills payable, bonds &c., and dividends unpaid.	Assets other than those expressed, bills receivable, municipality notes, &c.	Balances due to or from local banks.		DEPOSITES.	
			Dr.	Cr.	By individuals or corporat'ns.	By public officers.
N. Orleans Canal & Banking Co.,	211,188 25	12,176 28	....	37,043 05	194,224 31	....
Carrollton Railroad & Banking Co.,	264,109 84	544,730 80	....	2,014 51	75,351 78	....
Citizens' Bank of Louisiana, -	1,470,019 75	929,371 38	....	35,049 61	1,000,865 68	391,965 49
City Bank of New Orleans, -	50,870 48	46,084 60	....	10,794 03	631,164 34	....
Commercial Bank of New Orleans,	333,745 22	85,500 10	....	59,816 96	178,980 19	75,213 42
Consolidated Association, -	....	268,949 07	....	19,716 27	544,173 61	....
Exchange and Banking Company,	117,928 76	101,656 01	103,452 64	....	179,376 34	....
Gas Light and Banking Company,	2,032,754 47	1,083,956 77	....	....	32,786 69	....
Improvement and Banking Co. -	382,425 45	295,305 75	112,604 81	....	176,073 19	....
Bank of Louisiana, - - -	126,319 64	78,080 79	15,015 56	....	837,084 16	....
Louisiana State Bank, - - -	10,208 89	164,943 90	....	10,923 80	722,872 35	....
Mechanics' and Traders' Bank,	1,500 00	25,540 01	3,519 34	....	84,908 21	....
Merchants' Bank, - - -	110,000 00	221,560 99	....	....	223,136 98	....
Bank of Orleans, - - -	16,253 51	224,774 69	25,644 52	....	52,706 47	79 73
Union Bank of Louisiana, - -	....	492,340 85	....	13,413 84	422,104 88	19,965 83
Atchafalaya Bank, - - -	170,192 76	258,699 04	5,486 61	....	72,302 52	....
Total, - - -	5,297,516 93	4,833,669 94	265,723 48	188,772 07	4,928,806 70	487,224 47

TABLE CONTINUED.

NAMES OF THE BANKS.	Circulation.	Local bank notes on hand.	Specie in the vaults.	Capital gained and profits undivided.
New Orleans Canal and Banking Company, - -	234,000 00	57,070 00	120,631 80	566,416 91
Carrollton Railroad and Banking Company, - -	278,205 00	6,965 00	35,893 53	258,246 17
Citizens' Bank of Louisiana, - - -	428,450 00	62,335 00	358,202 00	698,665 36
City Bank of New Orleans, - - -	526,770 00	70,890 00	264,000 81	216,733 79
Commercial Bank of New Orleans, - - -	239,620 00	34,095 00	229,100 28	446,188 63
Consolidated Association, - - -	195,635 00	25,745 00	203,874 81	521,963 52
Exchange and Banking Company, - - -	357,620 00	129,555 00	14,065 74	78,857 26
Gas Light and Banking Company, - - -	72,980 00	4,905 00	25,055 73	208,616 22
Improvement and Banking Company, - - -	146,410 00	12,465 00	47,169 69	154,834 85
Bank of Louisiana, - - -	292,722 50	33,015 00	441,966 28	893,448 35
Louisiana State Bank, - - -	291,210 00	37,241 50	333,464 86	123,856 64
Mechanics' and Traders' Bank, - - -	178,475 00	24,125 00	56,081 37	344,794 63
Merchants' Bank, - - -	150,530 00	204,297 76	402,463 36	115,813 69
Bank of Orleans, - - -	134,726 00	17,456 00	44,107 82	195,683 61
Union Bank of Louisiana, - - -	638,470 00	32,770 00	234,299 10	2,235,130 96
Atchafalaya Bank, - - -	129,710 00	29,772 45	37,120 65	78,728 25
Total, - - -	4,845,533 50	782,702 71	2,847,497 95	7,117,978 66
Deduct notes held by the different banks on that day,	782,702 71			
Actual circulation, - - -	3,562,830 79			

LUCIEN HERMANN, Secretary.

New Orleans, 25th October, 1839.

The following article in point of time ought to have been inserted before now, but has been excluded by other matter—as a part of the history of the times, it is now published.

From the American Sentinel.

"It embodies the views of many of those connected with our banking institutions, and the causes which operated to lead to a suspension of specie payments. It has been prepared by a gentleman fully versed in the past and present condition of our monetary affairs, of which it bears internal evidence, and will, we doubt not, be read with deep interest throughout the country."

Suspension of Specie Payments.

This step on the part of the Banks of Philadelphia, calls for a full exposition of the causes which have rendered that step necessary.

These causes and their operation will be treated in a national point of view, merely, and without special reference to either of the political parties into which the nation is divided. To this end it will be necessary to take a retrospective glance.

The peace of 1815 found the country involved in a national debt of about one hundred and twenty millions of dollars, some of it held abroad, but by far the greater portion at home. This was regarded as a burthen, and the policy of the government was strenuously directed to its extinguishment. To accomplish this object, a surplus revenue, derived wholly from the fruits of foreign commerce and the proceeds of the public lands, was the sole reliance. Credit, which has contributed so largely to the advancement of the prosperity of the country, was greatly extended, the banking institutions fostered, and the whole policy of the general government, seemed directed to the expansion of commerce, and the increase of tribute which it should pour into her coffers.

The first day of the year 1835 exhibited to the world the unparalleled spectacle of a nation free from debt. That proud distinction belonged to these United States. The heavy obligation which had been incurred by the prosecution of two successful wars had been extinguished, chiefly through the instrumentality of the credit and commerce of the country, enriching both the nation and individuals. Such an epoch was well calculated to cause a jubilee to be held on the occasion, as it did at the metropolis, by the dignitaries of the government.

With the extinguishment of the public debt a new era was opened; but the accumulation of revenue beyond the wants of the government did not cease nor diminish with the diminution of these wants. The stimulus that had been so abundantly administered, caused the revenue to continue to increase in an extraordinary ratio, when it was no longer called for, and could not be legitimately used. Under the encouragement which had thus been given for the purpose of raising revenue from sales of the public domain and from imports, the amount derived from the former was increased between 1834 and 1836, from \$6,099,981 to \$23,983,192, and the amount of foreign imports from \$126,521,332 to \$189,980,035, and the surplus revenue accruing therefrom in the short space of two years, amounted to but little less than forty millions of dollars. The surplus, Congress, with the sanction of the executive, directed to be distributed among the states.

In July, 1836, measures were commenced by the head of the Treasury Department to carry the law into execution.—Of the manner in which this was done, or the skill or judgment exercised on the occasion, it is deemed unnecessary here to offer an opinion, but with the beginning of the execution of that law, the previous seeming prosperity that had existed, received a severe and sudden check, and the difficulties and embarrassments both to the government and people rapidly succeeded.

The monetary affairs of the whole country were convulsed—millions upon millions of coin were *transitus* in every direction, and consequently withdrawn from useful employment. Specie was going up and down the same river, to and from the South and North and the East and West at the same

time; millions were withdrawn from their usual and natural channels and forced against the current of trade in literal fulfilment of the distribution law, to points where public money had previously never been either collected or expended, except to a very limited extent. The consequences were obvious and inevitable. The duties which were imposed on the banks acting as agents of the government at that time, became so onerous that many of them were obliged, in the space of little more than three months to appeal to the Treasury Department for indulgence in the fulfilment of the requisitions imposed upon them. The fidelity with which the banks performed the duties enjoined upon them on that occasion, under the most trying circumstances, and the transfer of nearly sixty millions of dollars of public money, in the period of a little more than six months, elicited from the chief magistrate of the Union, in his annual message of December 1836, the award of the highest encomiums.

It was not these difficulties alone which had befallen the country, and against which the banks had to contend. The impulse which had been given to enterprise, and which had produced a spirit of improvident speculation, had led to an excess of foreign imports beyond our exports in the year 1835, of \$21,202,165, and in 1836, of \$61,316,997, making an aggregate of excess of imports over the exports in two years, of \$89,519,160. This created a direct demand on the metallic medium of the country, and a draft on the vaults of the banks. In their operation these difficulties became so oppressive on the country, its business and the banks, that the latter sought to give relief, by a suspension of specie payments in May 1837, which was nearly simultaneous throughout the Union, without any preconceived action whatever.

We now pass over the interregnum between the suspension and resumption of specie payments, which took place generally in August, 1838. That period, it is well known, most of the banks in Philadelphia believed at the time to be too early to undertake a successful resumption with benefit to the country. Events have confirmed the justice of that view. But public opinion seemed strongly in favour of the measure, and the banks acquiesced in it, though but ill prepared and indebted in large balances to other places which had accumulated during the period of suspension, and were subject to be called for on the instant, and were so called for to a large amount on the very day of resumption in specie.

Intimately connected with the subject which has called for this exposition, are others, the most prominent of which is the system of creating state debts to a vast extent, for the purpose of prosecuting public works. Nearly simultaneously with the great increase and accumulation of the public revenue, there arose an extensive spirit for internal improvement.

This was the signal for the creation of debts by many of the states of the Union, in the adoption of the measure for which party divisions were forgotten, and all united in their advocacy. In addition, stocks to a large amount were created by several of the states to provide capital for banking purposes. The stocks thus brought into existence found, for a time, a ready sale abroad, as an investment by foreign capitalists. This seemed to encourage the spirit of enterprise, and to augment the number of projects calling for capital to carry them out. To the encouragement thus given to the states to persevere in this policy the general government has been a contributor, as well as foreigners and our own citizens by the investment of several millions of dollars of trust funds held for the aborigines, in the stocks most recently issued by some of the newest and least populous of the states.

The policy of these extensive engagements and undertakings, it is not now our province to question or to defend.—That must be tested by the productiveness of the improvements, or the burthens which they may impose upon the states. One thing, however, is certain, that mainly through their instrumentality the country has exchanged a national debt at home, requiring five or six millions of dollars annually to pay the interest on it, to state debts, requiring from ten to twelve millions of dollars annually to meet the interest accruing on the portion held abroad.

Nor is this all. The temptation held out by the high wages allowed on the numerous public works in progress at

the same time, induced the day-labourer to quit the field of agriculture for more profitable employment. And what has been the consequence? The production at home of nearly all the necessities of life has been deficient; the prices enhanced exorbitantly, and instead of being exporters of provisions, as formerly, we have been importers of them to a large extent. The custom-house books will furnish the evidence of our having been the importers, for our own consumption, of wheat, rye, corn, oats, barley, potatoes and many other articles, the produce of foreign labourers and their fields, during nearly the whole of the last two years. The connexion which this has with the subject we are considering, will be manifest when the fact is stated, that all those articles purchased from foreign farmers have been paid for in the specie of the country only.

The present year has been an eventful one, and the signs of the times are not without their forebodings of additional evils to swell the catalogue of those which have already occurred.

England, the centre of the commercial world, has experienced, and is now labouring under a great revulsion in her monetary affairs. The specie in the vaults of her national bank has, since the first of the year, sunk from £10,000,000 to £3,000,000, or thereabout, the reduction in amount being, as has been stated by the Chancellor of the Exchequer, about the value of the bread stuffs which that country has been obliged to procure from the continent, to supply the deficiency in the English crop of the last year. The value of money has increased there, from its usual rate (about three per cent.) to six per cent. per annum, and prophecies have been sent from thence by every vessel for the last three months, and promulgated throughout this country, that the Bank of England was on the eve of suspending cash payments.

This state of things in England has reacted upon this country with irresistible force. The credit of our states has been completely paralyzed; they can no longer negotiate loans there; numerous public works have consequently been arrested in an unfinished state, and must remain unproductive, while the interest on the debt already contracted abroad must be paid.

Some of our moneyed institutions, which in hours of difficulty had furnished the states with the means of discharging their obligations to the labourers on the public works, on the faith of reimbursing themselves from abroad, have found, from this sudden frustration, their active means unexpectedly diminished. Anxious to fulfil their legitimate functions, they had in some cases hypothecated the loaned certificates of the state with the foreign capitalist, and applied the money received on them to facilitate the operations of our merchants and manufacturers, when the present pressure commenced. But it has gone on increasing in both hemispheres, and instead of sales being effected of the stock hypothecated, the institutions have been called upon to refund the money borrowed, or to witness a degradation of credit which would be a greater misfortune than any imaginable sacrifice of property. Thus situated, no alternative remained but to coerce payment from their debtors at home, who were already in a state of exhaustion, and whose ruin would but aggravate the existing evils.

But we cannot even here close the detail of ills, against which the country is now struggling, and will be found to struggle for some time to come. There remains to be added the vast quantity of foreign merchandise, which has been poured in upon us for a market, to swell the amount of our imports during the present year far beyond the proceeds of our exports. The amount of these imports has doubtless been much increased by the gradual reduction of our tariff, operating as a check upon the products of our home manufactures. The estimated proceeds of our exports will be greatly diminished by the decline in the price of our chief staple, cotton, in foreign markets.

The various disturbing causes above adverted to, have been operating upon the country, and gradually gaining intensity, for the last three or four months. Immense amounts of the precious metals have already been exported within that period; it is believed that the port of New York alone has seen

the departure of probably not less than ten millions of dollars, the fruits chiefly of her collections, for the sales of foreign goods, here and elsewhere. Every packet for Havre has carried large quantities of our silver, to increase the cumbrous amount of useless millions piled up in the Bank of France; the packets of England departing every five days, all take their quota; and the great steamers, each with her millions, vie with each other in accelerating their speed, to replenish with our means, ere it be too late, the exhausted vaults of the Bank of England, an institution which, notwithstanding its vast resources, backed by the credit of the government, has had to seek temporary support to prevent or postpone her failure, from her great rival across the channel.

This export, enormous as it has been, we regard as but the beginning. Already has the demand become so great, either for export or to replace in the banks that which has been taken from them for export, that we see the specie leaving the remotest parts of the Union, by the waters of the Mississippi and various other routes, in vast sums, which no sooner reach our sea-ports, than it is placed on shipboard and transferred to a foreign land.

The position of Philadelphia, at this crisis, is of peculiar importance, and must be specially considered in reference to the great question of a suspension of specie payments at the present time. Her banks resumed in August, 1838, as has already been shown, in obedience to public sentiment, but against their own judgment. It was as obvious then, as it is now, that from her local position, being the great distributor to the West and South, of the products of our Eastern manufactures, and of those from abroad, imported chiefly at New York, the banks of this city could not pay specie for all the obligations incurred by our merchants here, unless they could receive it from their debtors. Accordingly, great efforts were made to enable the institutions of the South, which were the most enfeebled, to resume with us nearly simultaneously.—Cash was advanced and credit liberally furnished by some of our banks, to accomplish this object.

In the reduced state of business at that period, those credits were readily made available, and the means thus furnished went into the coffers of the merchants, here and elsewhere, who had debts in the South and West for their liquidation. But the country had not had time to recuperate from the prostration of 1837. The obligations given for the means supplied by us cannot now be met; after a short struggle the institutions of several of the states sank again; the increase of business since the resumption, in the belief by our citizens that the difficulties had been surmounted, requires the means that had been advanced for the above patriotic object, while the debt of the South which was postponed in 1838, requires a further postponement.

At a season of such universal prostration it will be easily seen how this requirement operates upon this city and her institutions. The grave question was, could they, under all the general disadvantages which have been considered, in a national point of view, and under those more special, arising from their local position, continue to pay the accumulating demands of the next three months in coin, by pursuing any course of policy which could be pointed out? We reply they could not; they might, it is true, have protracted the struggle for some time longer, and by a relentless course toward their debtors have ruined our traders, arrested the income from our public works, depopulated our factories of their industrious occupants with their families; but had all this been done, it would not have been sufficient to have averted the impending catastrophe; nor could any sacrifices which the banks had it in their power to make, have deferred it long. The community we are sure, will bear witness that the banks have not shrunk from their duty in striving for months past to surmount these difficulties and preserve the only true currency, coin, at the risk of sacrificing all these invaluable interests.

Finding all these efforts ineffectual, and satisfied that the list of preventives had been exhausted, the banks resorted to the only alternative a temporary suspension of specie payments. This will give time to the people and institutions of various parts of the country to liquidate their claims on each other, and prevent, for the time being, the foreigners

from furnishing us with a larger supply of his fabrics, than can be paid for by the fruits of our current industry.

As Pennsylvania institutions, deriving their existence from the state, and owing fealty to it, the banks feel that they have shown, on trying occasions, a readiness to sustain its credit and promote its welfare, by furnishing means, when all other sources failed, for the prosecution of our internal improvements, and we think they may rely with confidence upon the liberality and protection of the people of this commonwealth and their constituted authorities.

With a rigid adherence on the part of the banks to a determination not to avail themselves of the non-redemption of their notes in specie, to engage in an undue expansion of their business, and issue of their paper, we believe that the currency may be preserved in a sound condition, and the business of the country may be transacted without any of those serious difficulties some may apprehend, until the day of resumption shall again arrive, when all interests shall be fully prepared for it.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

In General Assembly, October Session, A. D. 1839.

An Act in addition to the several acts regulating the Banks in this State, and for other purposes.

Be it enacted by the General Assembly as follows :

SECTION 1. The first section of the act passed at the June session of the General Assembly, 1837, entitled "an act in addition to the several acts regulating the Banks in this State, and for other purposes," is hereby re-enacted, and shall continue in force until the first day of February next.

SEC. 2. During the suspension of specie payments it shall not be lawful for any Bank to sell or otherwise dispose of its balances or funds in other States in checks at sight, or payable at a day certain, or the bills of Banks of other States, at a greater rate than the par value thereof; but the same may be discounted out by such Bank, or used for the redemption of its own bills or indebtedness at par.

SEC. 3. The third section of an act entitled "an act ascertaining damages on protested bills of exchange" is repealed so far as the same allows five per cent. damages upon bills of exchange protested for non-payment, when the same have been discounted by any Bank in this State.

SEC. 4. During the continuance of the suspension of specie payments by the Banks, each Bank shall be and hereby is required to receive in deposit its own bills, and allow therefor an interest of six per cent. per annum during the time of such deposit, upon sums not exceeding one hundred dollars, by the same individual; and for sums exceeding one hundred dollars and up to one thousand dollars, five per cent. per annum, if deposited by individuals; and for all sums exceeding one thousand dollars, deposited by corporations or individuals, three per cent. per annum: provided, that such last mentioned deposit be for a time exceeding sixty days; and provided, also, that the president and directors of every Bank shall be responsible for the payment of all sums deposited by individuals as aforesaid.

SEC. 5. In all cases of deposits authorized in the preceding section where the amount deposited by one individual or corporation shall exceed five thousand dollars, the Bank shall not be required to pay the same in any other manner than instalments of twenty-five per cent. thereof, per month—the first payment to be made upon thirty days notice.

SEC. 6. Any Bank in this State refusing to receive its own bills at par for any collections due said Bank wherever payable, shall receive no benefit from the first section of this act.

SEC. 7. The report which, by the act relating to Banks passed at the June session, A. D. 1839, the Bank Commissioners are directed to make to the General Assembly at the June and January sessions in each year, shall contain a statement of the condition of the several Banks, as it may be on such days previous to the said June and January session as the Bank Commissioners may in writing designate, instead

of the days named in said act; and so much of said act as is inconsistent herewith is hereby repealed.

True Copy—Witness

HENRY BOWEN, Secretary.

The following is the section of the act which is revived by the above act:

Section 1. In all suits in which any Bank in this State is a party, and when the suit for the collection of money is brought by said Bank, the Court rendering judgment in favour of the plaintiff, shall, in case said judgment be rendered by the defendant's default, allow no costs to be taxed against the defendant; and in any suit against any Bank in this State, brought before any Justice of the Peace, no cost shall be recorded against the defendant. And in no case at any term of any Court in this State, shall cost be allowed against any Bank, on more than one suit which shall be commenced against said Bank, by the same plaintiff or plaintiffs, after the passage of this act; but said actions shall be consolidated, and but one cost taxed, and that the provisions of this section shall continue in force until the first day of December next.

Report of the Bank Commissioners.

To the Honourable General Assembly of the State of Rhode Island and Providence Plantations, at their October Session, A. D. 1839.

The Bank Commissioners respectfully submit the following report:

In consequence of the suspension of specie payments by the banks of Philadelphia, Baltimore and the South, and under an expectation that those of New York and New England must join therein, the Banks of Providence, on the 16th of October instant, suspended specie payments, and their example was immediately followed by the other banks in the state.

The commissioners immediately took such steps as this event made necessary, on their part for the public safety.—They enjoined upon the banks such regulations as, in their opinion, were calculated to secure the solvency of those institutions. The banks were specially required to refrain from any considerable extension of their liabilities to the public from selling or disposing of their specie for any other purpose than the redemption of their own bills at par, and also from the issue of fractional bills, and they were instructed to place themselves in a situation to take any course which might subsequently be prescribed. They were further required to make returns of their condition at short intervals, and by this means have been and continue subject to the constant inspection of the commissioners.

In view of the early meeting of the General Assembly, the commissioners felt relieved from any obligation to take other measures than those before stated, and they now refer the whole matter to your honourable body for a decision upon the ultimate measures to be adopted.

The commissioners feel bound, in justice to the banks, to declare their belief that the determination to suspend was taken under a conviction that this course was required for the relief and protection of this community.

The following is an abstract of the returns of the Banks, made to the Commissioners, and exhibits their condition as it was on Tuesday, the 15th instant, the day previous to the suspension, and, also, as it was on Tuesday, the 22d inst.

Liabilities—October 15th.

Capital Stock actually paid in, - - -	\$10,008,133 00
Bills in circulation, - - -	1,584,340 50
Debts due other banks, - - -	703,109 77
Nett profits on hand, - - -	454,696 68
Dividends unpaid, - - -	28,553 87
Deposits on interest, - - -	567,813 30
Deposits not on interest, - - -	743,548 84

Whole amount of liabilities, - - - \$14,085,196 86

Resources—October 15th.

Notes and bills discounted payable out of the state, - - -	\$4,891,865 99
Notes and bills discounted payable in the state, - - -	7,688,830 33
Specie actually in vault, - - -	363,370 81
Bills of other banks in the state, - - -	262,510 79
Bills of other banks out of the state, - - -	30,128 66
Balances due from other banks, - - -	408,384 87
Stock in own bank, - - -	118,194 09
Real estate and other property, - - -	321,990 32
Whole amount of resources, - - -	\$14,085,195 86

Liabilities—October 22nd.

Capital stock actually paid in, - - -	\$10,003,413 00
Bills in circulation, - - -	1,692,975 00
Debts due other banks, - - -	689,308 04
Nett profits on hand, - - -	473,901 02
Dividends unpaid, - - -	23,722 89
Deposits on interest, - - -	564,902 94
Deposits not on interest, - - -	803,668 67
Whole amount of liabilities, - - -	\$14,251,791 56

Resources—October 22nd.

Notes and bills discounted payable out of the state, - - -	\$4,933,796 21
Notes and bills discounted payable in the state, - - -	7,757,901 37
Specie actually in vault, - - -	393,085 70
Bills of other banks in the state, - - -	343,835 85
Bills of other banks out of the state, - - -	18,677 21
Balances due from other banks, - - -	372,702 58
Stock in own bank, - - -	123,524 15
Real estate and other property, - - -	308,268 49
Whole amount of resources, - - -	\$14,251,791 56

From the above statements it will appear that between the fifteenth and twenty-second of October instant, the specie was increased \$39,784 89; the loans and discounts were increased \$111,001 26; and the whole circulation was increased \$108,634 50. As, however, the banks now hold of the bills of other banks in the state, eighty-one thousand three hundred and twenty-five dollars more than on the 15th inst., the increase of circulation in the hands of the public, between the above mentioned periods, was only \$27,309 50.

By the preceding abstract, as compared with that reported to the General Assembly in May last, the banks present an improved condition, and from the examination which the Commissioners have given them they have no reason to doubt the solvency of any one of them.

Annexed is a copy of the circular issued by the Commissioners to the banks immediately after the suspension.

HENRY ANTHONY, } Commis-
GEORGE G. KING, } sioners.
WM. PECKHAM, }

South Kingston, Oct. 29, 1839.

To the Speaker of the House of Representatives.

In obedience to the Resolution of the House, passed October 30th, 1839, instructing the Bank Commissioners to ascertain and report to the General Assembly, the condition and management of the banks in this state, in certain particulars stated in said Resolution, the Bank Commissioners submit the following report:—

Believing an early report to be desirable and expected from them, they have not waited for the reception of returns from all the banks, and they now reply to the inquiry proposed in said Resolution, so far as the returns already received will enable them. By considerable exertion, they have obtained returns from forty banks, (including all the banks in Providence and Newport,) and the following is the result:—

The whole amount of bank capital on the 16th October was \$10,003,183 00

The amount of bills and notes payable out of the state, at said date, held by the banks, was	4,891,865 99
The capital of the (40) banks from which returns have been received, was at said date	8,345,370 00
And the amount of bills and notes, payable out of the state then held by them, was	4,272,799 58
Leaving in banks, from which no returns have been received, of capital	1,657,763 00
And of bills and notes, held by them, payable out of the state,	619,066 41

The amount of bills of banks out of the state, which do not pay specie, held by the banks from which returns have been received, is	1,337 50
The amount of bills and notes discounted by them, payable in Philadelphia, is	1,143,393 45
“ Baltimore	303,835 69
“ elsewhere in non specie paying places,	2,605 91
Balances due, 16th October from non specie paying banks,	81,499 08
	\$1,532,671 53

The amount of bills and notes discounted by the last named banks and now held by them, payable in New York, is	2,024,178 55
“ Boston,	795,739 04
Elsewhere in specie paying places,	171,524 85
Balances due 16th October from specie paying banks,	54,222 65
	\$3,045,665 09

It has been impossible to ascertain with any degree of accuracy, the amount of paper payable out of the state, which the banks have renewed since the suspension. The negotiations have been made in many instances, by the drawer of the bill here, and though the bank had every reason to suppose the discount made for the purpose of protecting the paper abroad, they do not possess sufficient evidence of the fact, to warrant them in so stating it in their reports. The amount reported, however, of direct application to the banks for renewal, is \$57,446 74. Many banks have reported “unknown,” and one “a considerable amount, but not known.”

The amount of premiums reported to the Commissioners as being received for funds of specie paying banks out of the state, since the 16th of October, is \$7,454 28, and the rate charged is from par to 5 per cent., and in one instance, on about \$300, 7 per cent. was charged. Annexed is an abstract from the returns received from banks which have taken such premium, of the rate charged and amount received by each.

GEORGE G. KING, } Bank Com'rs.
WM. PECKHAM, }

South Kingston, Nov. 1, 1839.

Facilities of Travelling.—A correspondent of the Republican Banner, published at Madison, Indiana, gives the following as the several stages and rates of travel, from New York to Madison. The journey of 816 miles, was performed in four days and a half, exclusive of stoppages—or five days and five hours, from New York to Madison.

From New York to Philada., railroad,	98ms.	6h.	Fare \$4
do. Philada. to Baltimore do.	95ms.	6h.	do. 4
do. Baltimore to Frederick do.	6ms.	5h.	do. 3
do. Frederick to Wheeling, stage,	230ms.	38h.	do. 9
do. Wheeling to Cincinnati do.	243ms.	41h.	do. 18
do. Cin. to Madison, steamboat,	90ms.	11h.	do. 8

816ms. 106h. \$41

COMMERCE OF NEW HAMPSHIRE FROM 1791 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn't paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791			142,859		55,770	344	10,496 00
1792			181,413		45,499	383	11,073 00
1793			198,204		51,759	183	12,521 25
1794			153,860		51,803	4,482	12,952 25
1795			229,427		59,782	8,097	13,463 46
1796			378,161		96,007	33,877	15,579 46
1797			275,840		44,912	8,827	15,970 50
1798			361,453		104,900	9,618	16,589 48
1799			361,789		119,537	11,179	19,875 14
1800			431,836		163,198	7,044	14,120 18
1801			555,055		165,614	16,845	18,379 10
1802			845,394		154,088	26,462	18,799 59
1803	443,527	51,093	494,620		165,332	25,517	18,718 59
1804	453,394	262,697	716,091		210,411	85,071	18,167 28
1805	389,595	218,813	608,408		170,765	43,553	19,719 36
1806	411,379	383,884	795,263		222,599	86,345	20,606 29
1807	365,950	314,072	680,022		177,551	60,968	22,367 64
1808	122,294	2,765	125,059		61,232	23,290	20,101 51
1809	201,063	85,532	286,595		55,893	7,800	23,010 47
1810	225,623	9,027	234,650		61,464	2,484	24,534 00
1811	315,054	53,809	368,863		77,304	8,397	25,969 85
1812	192,372	9,129	203,401		131,690	1,827	19,693 69
1813	29,996		29,996		43,383	1,148	17,630 33
1814	87,118	269	87,387		150,514	258	16,735 25
1815	101,203	8,579	109,782		85,641	2,469	25,539 48
1816	119,486	20,807	140,293		75,576	7,740	24,589 40
1817	170,599	26,825	197,424		84,590	7,660	17,279 79
1818	114,233	16,415	130,648		103,031	7,168	16,784 65
1819	152,847	5,072	157,919		92,190	3,751	18,651 86
1820	233,032	17,718	240,800		108,299	3,994	17,284 81
1821	180,129	80,636	260,765	350,021	84,480	10,146	17,467 46
1822	188,882	10,817	199,699	330,052	149,363	4,713	17,110 80
1823	182,945	54,760	237,705	571,770	133,571	11,055	18,790 93
1824	178,508	6,875	185,383	245,513	104,135	7,942	17,889 53
1825	181,840	16,840	198,680	331,244	138,914	18,371	18,184 44
1826	150,682	16,393	167,075	348,609	140,774	14,485	20,103 93
1827	155,590	21,818	177,398	302,211	117,039	13,000	
1828	115,947	8,488	124,433	299,849	134,483	10,873	19,722 02
1829	98,264	7,476	105,740	179,889	113,091	13,916	13,451 29
1830	93,499	2,685	96,184	130,828	57,579	6,002	9,753 03
1831	109,456	1,766	111,222	146,205	61,107	899	8,790 36
1832	115,582		115,582	115,171	48,369	5,230	10,435 83
1833	145,355	9,903	155,258	167,754	62,465	1,824	12,444 84
1834	79,656	1,214	80,870	118,095	37,861	534	14,737 76
1835	75,076	6,605	81,681	71,514	37,845	998	14,099 23*
1836	15,015	505	15,520	64,354	18,025	145	12,526 56*
1837	26,000	8,641	34,641	81,834			16,064 69*
1838	56,103	18,567	74,670	169,985			16,850 11*

* Ending 30th of September.

Fire at Alton.—The total loss is estimated at about \$20,000; and falls principally on the following gentlemen:

J. W. Buffum—goods, first cost	\$5,104
same building (say)	2,000
I. I. Foster, livery stable, &c.	2,500
John Rowe building	2,500
W. Y. Wentworth do.	2,000
T. & T. L. Waples do.	1,300
W. S. Gilman do.	1,000
L. H. Aldrich do.	1,000

American and Illinois Bible Society, American Tract Society, Illinois Sunday School Union, and Illinois Temperance society—books - - - 2,000
Fessenden & Co. books - - - 500

Of the buildings consumed, those of Messrs. T. & T. L. Waples were insured to nearly their full value. The others, we deeply regret to add, have sustained a total loss.—*Telegraph.*

The Great Elm Tree in Woburn.—This venerable relic of antiquity, which has for the last half century been the wonder and admiration of the passer by, has at last yielded to the force of time, and been levelled to the ground. It stood in the south part of Woburn, near the great road from Boston to Lowell, and was set out in 1703, as near as can be ascertained—and consequently was 136 years old. Its circumference at the base was 24 feet, and being cut up, it yielded between 19 and 20 tons of timber, and 8 cords of wood, equal in all to 18 cords of wood.

Tradition tells us that on the 16th day of June, 1775, the day before the battle of Bunker Hill, a company of soldiers, then on their way to that memorable place, availed themselves of its shade for rest and refreshment. Some of this patriotic band, perhaps, there took their last meal, before sacrificing their lives upon the altar of their country's liberty.—*Boston Journal.*

Port Charges, New Orleans.

In their sitting of last night, the general council adopted an ordinance, to raise wharfage and city dues on all merchandise, either landed at or shipped from the port of New Orleans. This port charge is to be paid to the collector of the municipality in which the vessel or steamboat shall either land or take her cargo, by the captain, owner or consignee.

The ordinance is to be put into execution, from the first November next, after it shall have been duly promulgated.

The following are the rates imposed on every description of package, &c.

	Dolls.	Cts.
On each bale of cotton, hay or moss,	6	
On each hoghead of sugar,	10	
On each hoghead of molasses,	10	
On each hoghead of tobacco,	12½	
On each 1,000 feet lumber or 1,000 staves,	12½	
On each barrel of flour, whiskey, spirits of any kind, beef, pork, potatoes, onions, lime, or other articles packed in barrels, except lead, iron, or other articles of great weight,	3	
On each cask of bacon, hams, &c.	6	
On each ton of pig lead, pig iron, iron and copper nails, iron articles, coal, salt, slates, flag stones, bricks, paving, curb and gutter stone, stone, bar iron, sand or ballast, or other articles of great weight, computing the ton at 2,000 lbs.	15	
On each keg of lard, butter, &c.	1	
On each firkin of do.	2	
On each piece of bagging, coil bale rope, packing yarn, &c.	2½	
On each pack or small truss of skins, sack of corn, corn meal, oats, bran or other grain,	2½	
On each crate of earthen or stone ware,	10	
On each crate of bottles,	5	
On each bale of blankets, or articles packed in bales, or cases of the bulk and weight thereof (say 400 lbs.)	6	
On each box of tin plates,	2	
On each bale, box, case, truss or other package of less weight and dimensions than a bale of blankets, including soap, fish, candles, &c.	4	
On each pipe of wine, brandy or other liquors exceeding 60 gallons,	25	
On each cask of wine, brandy, or other liquors, of 60 gallons or less,	12½	
On each case, basket, or box of wine, cordials, liquors and oil, containing one dozen bottles,	2	
On each case, basket or box of wine, cordials liquors, oil, &c. containing more than one dozen bottles, then in proportion to that excess, (say two cents per dozen.)		
On bulk pork, per ton of 2000 lbs.	15	
On each case of copper,	8	
On each bag of coffee,	3	
On each box of sugar,	10	
On each empty hoghead, tierce, bundle of chairs, buckets, &c.	3	
On all packages of merchandise, not particularly described in the foregoing tariff, shall be charged with port or wharfage duty as near as may be in conformity with the provisions of this ordinance, and on the scale therein specified, to wit: at the rate of 3 cents for every four cubic feet.		

Tariff Meeting.

Pursuant to public notice, a large and respectable meeting of the citizens of the second ward, in the city of Pittsburg, favourable to a protective tariff, was held on Monday evening 21st inst. SIMEON BULFORD, was called to the chair, JOSEPH WOODWELL and GEO. SINGER, Vice Presidents, Harrison Parry and J. A. Bartram, Secretaries.

On motion of Benjamin M'Lane, Jas. K. Henderson, John C. Davitt and Wm. Alexander, were appointed a committee to prepare resolutions.

During the absence of the committee, George Davis and D. F. Miller, Esqrs. addressed the meeting in an elaborate expose of the cause of our present embarrassments. H. Parry and Thomas Bakewell, Esq. addressed the meeting in their usual distinguished and lucid manner. Also Wm. M. Shinn, Esq. in a masterly style exposed the influence of Southern politicians on all that is dear to the freemen of the Northern and Middle states.

The following preamble and resolutions were unanimously and enthusiastically passed:

Resolved, That one of the causes of the distress which has now visited us as a nation is the want of proper protection to our fabrics, and the immense amount of importations of foreign manufactures.

Resolved, That every scheme must fail to secure harmony to our institutions, so long as we deny protection and encouragement to American enterprise; so long as we use foreign fabrics, we must pay for them, and so long as the door is left open, they will come upon us; and just so long will there be a continual drain upon our monetary resources, which must ever disable our banking institutions to provide us with a metallic currency.

Resolved, That we hold it alike honourable, as well as a duty we owe our country, to encourage home manufactures by the formation of societies in every district of our common country, whose members will each in future purchase no article of foreign manufacture while the domestic can be procured, and that meetings be held in each county and state favourable to our cause, to promote the consumption of American fabrics and arouse a general feeling on so patriotic an object.

Resolved, That we recommend to the citizens of Pittsburg to hold meetings in each ward; and that each borough and township also hold meetings preparatory to a county meeting and that every means be adopted to further the dissemination of information on the subject of a protective tariff.

Resolved, that it is the opinion of this meeting that nothing will restore confidence in our domestic institutions, until all hostility against American credit and American enterprise ceases.

Resolved, That this meeting looks to our rulers to recommend to our next Congress the subject of protection to American industry, and that the "American System," so called is the only and sure passport to national independence.

Resolved, That all party feelings should be buried in one common grave, and the people united in one general response, our country and nothing but our country, purchased by the blood of our revolutionary sires, the inheritance of free men, and not a dependency of foreign merchants and manufacturers.

Resolved, That as citizens of Pittsburg, the seat of American manufacture, we are determined to hold out no inducement for the consumption of foreign fabrics in future, believing, as we do, that having every variety of climate and productions, and the means of producing every article for the necessities and even the luxuries of life, we will not cease our efforts until our country returns to her distinction among the independent nations of the world.

Resolved, That we look upon the American press, who are the legitimate watchmen of our common citadel, and who have permitted foreign nations to take possession of our wealth and independence, and draw from us an annual tribute of millions in the precious metals, as guilty in the highest degree.

Resolved, That the prostration of American industry to the scheme of Southern dictation, has alike prostrated the South with the North, and as a nation neither the North nor the South should be subject to the fluctuations that now exist while depending on foreign countries for our supplies of food and raiment.

Resolved, That we recommend to the ladies of Pittsburg, to form societies for the promotion and encouragement of American fabrics, and that in future American manufactures have the preference over the foreign, and to instill in the minds of the rising generation a true regard for their country, by using every article of American manufacture.

Thomas Bakewell, Esq. offered the following resolution:

Resolved, That the proceedings of this meeting be published in all papers in the city and county friendly to the protection of American industry.

SIMEON BULFORD, President.

GEORGE SINGER, }
JOSEPH WOODWELL, } V. Pres'ts.
Harrison Parry, }
James A. Bartram, } Secretaries.

Tea Trade.

We have received the following circular which we present to our readers :

To the Right Honorable Lord Viscount Palmerston, Her Majesty's Secretary of State for Foreign Affairs.

The Memorial of the undersigned, merchants of the city of Bristol, sheweth :

That your memorialists have been the sole importers of teas into the city of Bristol since the period that the trade to China was thrown open, in the year one thousand eight hundred and thirty-four, and during that time they have not been in any manner connected with the opium trade; that from that period to the present they have imported cargoes in sixteen British ships, comprising a freight of 12,000 tons, and producing a revenue of about one million pounds sterling.

That your memorialists have heard with concern and alarm the present unprecedented state of our commercial position with China, and deeply regret the precarious tenure of our trade with that country.

That since the abolition of the East India Company's trade at Canton, by the act 3d and 4th, William the Fourth, chapter XCIII, there have been appointed Superintendents of the British trade with China whose duties were to protect and promote the trade, and to control the conduct of British subjects in that distant empire.

That the cost to this country of maintaining the said Superintendents, with their Secretary, Chaplain, Surgeons, and Interpreters, has, during the existence of the free trade, been about one hundred thousand pounds, whilst but little benefit has arisen from their presence in China, from the fact of the said Superintendents not being duly provided with the powers necessary to control British subjects, and from the more important fact that the said Superintendents have been scarcely recognised by the Chinese government, and that they have been treated with marked contempt and indignity by two successive Viceroy's of the Province of Canton, and recently by the High Commissioners sent down to Canton by the Emperor of China for the purpose of suppressing the opium trade.

That since the opening of the trade, so long a period as from the month of September, 1834, until February, 1837, Her Majesty's Superintendents were not permitted to remain at Canton, and that the few and feeble powers possessed by them were exercised at Macao, or at Lintin, the place of rendezvous of the opium ships.

That your memorialists are however almost unconscious of any power, rule, or authority, by which Her Majesty's Superintendents have been guided, either the act of His late Majesty or the orders in Council, of the dates of 9th December, 1833, could confer.

They are equally unconscious of any power which the said Superintendents possessed either to restrain the unruly amongst Her Majesty's subjects in China, or to protect the injured from the aggressions of their fellow countrymen, or of the Chinese, and they know that Her Majesty's Superintendents have never had invested in them an authority equal to that of police magistrates in England, in cases of felony and misdemeanor, whilst they have not possessed the means of insuring British subjects and British property from the cruelty, arbitrary imposition, or plunder of the Chinese government.

That your memorialists have heard that your lordship twice, or thrice, introduced a bill into the Commons House of Parliament to form courts of civil and criminal judicature and a court of admiralty in China; but six years have now nearly passed, during which more than three thousand British subjects have annually visited China, and have been living

at Canton, Whampoa, Lintin, and Macao, or have been engaged in smuggling opium on the coast of China, unrestrained by the laws of their country, and daily and hourly in immediate contact with the most peculiarly jealous people on earth.

That for many years past the tea trade with China, (which has annually brought a revenue to this country, by the heavy duties levied upon tea, to the amount of £3,000,000 sterling,) has been continually placed in imminent danger by the smuggling trade carried on upon the coast, as well as by the pertinacious, corrupt, and overbearing conduct of the Canton local government.

That the tea trade has been specially jeopardized during the last three years, by the numerous ships employed upon the coast of China in smuggling opium, and more seriously injured by the intrusion of various schooners and small craft into the Canton river, the owners and crews of which vessels have too frequently set all laws, obedience, and authority, at defiance; and it is believed by your memorialists that much violence and bloodshed has taken place upon the said river.

That your memorialists submit that the smuggling of opium into China has been sanctioned by the legislature of Great Britain, inasmuch as the monopoly of the sale of opium was granted to the East India Company upon their receiving a renewal of the government of India, and because the opium sent to China for the purpose of being smuggled into that country, has been openly sold by the Indian government at the Presidency of Calcutta, at periodical public sales, whilst at all the several Indian Presidencies of Calcutta Madras, and Bombay, it has been regularly entered for exportation to China, and passed through the custom-houses there.

That your memorialists beg leave to refer your lordship to the minutes of evidence taken before both Houses of Parliament from the years 1829 to 1832 inclusive, in which the evils necessarily and unavoidably attendant upon the opium trade were fully made known.

Your memorialists also beg leave to submit to your lordship, that during the last twenty years the smuggling of opium in China has been most undisguisedly and openly connived at by the high Mandarins, and government officers of the Chinese empire, and that the present and past Viceroy's have partaken largely in the profits of the trade, with, it is believed, secret permission of the Imperial Cabinet at Pekin.

That, notwithstanding these most extraordinary facts, a sudden and unexpected call was made in March last by an Imperial Commissioner, upon the British and Foreign Merchants resident in Canton, to deliver up, on pain of death, all the opium in their possession, (whether their own property or the property of others consigned to them) and imprisonment and starvation were rigidly enforced by the very Mandarins who had themselves received large sums of money in bribery for connivance at the trade, whilst a cargo of teas shipped on Board the Ingleborough, and paid for on your memorialists' account, was detained, and all other trade suspended.

That Her Majesty's Superintendent, Captain Chas. Elliot of the Royal Navy, notwithstanding his acknowledged naval and civil rank, was also imprisoned, and his demand as an officer of Her Majesty to be liberated was rejected, and he was also threatened with death by public execution in the event of property not being delivered up, which he could only demand in the name of Her Majesty the Queen.

That guards were placed around the residences of the merchants without distinction, and all communications between them and the shipping, as well as the means of subsistence were cut off at the pleasure of the Chinese government.

That sundry shipping, sent out by your memorialists in the present year for the purpose of bringing home the next annual supply of teas, is thrown out of employment in China, and is compelled to seek freight elsewhere, to the probable loss of the owners, and the great prejudice of your memorialists.

That your memorialists, desirous that the tea trade with China may not be lost to Great Britain, do therefore humbly request that your lordship will urge upon Her Majesty's government earnestly an immediate consideration of their prayer for protection for the continuance of their legitimate trade,

and to their shipping and property, as well as to the lives of their agents and other parties employed by them in China.

And your memorialists will ever pray, &c.

ACRAMANS, BUSH, CASTLE & Co.

Bristol, Oct. 10, 1839.

[COPY OF REPLY.]

Foreign Office, 14th Oct. 1839.

Gentlemen:—I am requested by Viscount Palmerston to acknowledge the receipt of your memorial, dated the 10th instant, on the subject of the transactions which occurred at Canton in the spring of this year, and I am to acquaint you, in reply, that the matters to which you call his attention are under the serious consideration of Her Majesty's government.

I am, gentlemen, your most obedient humble servant,

J. BACKHOUSE.

Messrs. ACRAMANS, BUSH, CASTLE & Co.

[TRANSLATION.]

PARIS, 23d Sept. 1839.

To the President of the Bank of the United States, Philadelphia.

Mr. President:—We have the honour to inform you that we have arranged with Mr. Jaudon to accept for your account the amount of 5,500,000 francs, your drafts on the Messrs. Hottinguer, which remained in suspense. We take it for granted that Mr. Jaudon will have informed you of the arrangements entered into by us with him for this purpose, and consequently consider it unnecessary to recapitulate them here, limiting ourselves to furnishing you, on the other side, a memorandum of such of your drafts as have been left in our hands to-day to be clothed with our acceptance.

We are happy, Mr. President, to have found an opportunity to give you a proof of our high consideration for the establishment over which you preside, and to have been able, at the same time, to arrest the disastrous effects which this refusal of acceptance on the part of Messrs. Hottinguer was beginning to produce in our place, as well as in Lyons, by many holders of your bills, who, pressed by their necessities to an immediate realization of their funds, were offering to part with these securities at a loss over the discount.

We shall correspond with Mr. Jaudon in every thing concerning our acceptances on your account, in conformity to his request made to us, so that we shall not be obliged to trouble you with details relative to this operation, except in case of new instructions on your part.

We present to you, Mr. President, assurances of our most distinguished consideration.

(Signed.)

DE ROTHSCHILD, freres.
A. DE ROTHSCHILD.

New Jersey Pilots.—The following Report from the New Jersey Commissioners of Pilotage, has been submitted to the Legislature of that State.

Jersey City, Oct. 26th, 1839.

The Board of Commissioners of Pilotage, for the State of New Jersey, in compliance with the requirements of the 2d Sec. of the further supplement to the law authorizing their appointment and defining their duties, respectfully report to the Legislature of New Jersey, that during the present year they have, in fulfilment of the duties of their office, continued in commission 14 Branch Pilots, and one Deputy Pilot, who have had under their charge and tuition, five approved youth, as apprentices, which said youth were duly examined in May last, as directed in Sec. 19th, and one Deputy Pilot has been examined, and found qualified and commissioned as a Branch Pilot.

During this year, (1839) 340 vessels have been brought into port, and 260 taken out; making a total of 600 for the nine months ending on the 30th of Sept. last, and no one instance in this number has been known of loss or accident.

The Commissioners feel gratified in being able to inform the Legislature, that the efforts of the New Jersey Pilots continue to give satisfaction to those connected with the commer-

cial interests of our State, and our great neighboring city; and the fact that many vessels have been boarded by the New Jersey Pilots from 20 to 100 miles from the land, gives ample evidence of their vigilance and zeal.

The Commissioners with deep regret have to state the loss of one of the pilot boats, belonging to the establishment, (the *John McKeon*.) which from the circumstances of her not being heard of since August the 29th, doubtless took place in the almost unexampled gale of that date, which swept along our coast, and proved so fatal and injurious to the navigating interests. She had on board at the time one apprentice and three boatmen.

The New York pilot boat *Gratitude* not having been heard of since the same gale, like fear of her loss is entertained, and increases our regret, that so many valuable lives, whose most unremitting exertions have been used to benefit the way-worn mariner, should be taken at the same time.

The Commissioners most respectfully leave to the philanthropy of the Legislature the propriety of some token of sympathy with the families of the deceased, and the loss of the surviving sufferers.

Respectfully submitted,

JOHN F. ELLIS,

Pres. of Board of Com. of Pilotage.

N. B.—Three Pilots have resigned their Branches, and five have been discharged for their non-performance of duty.

IRON AND ANTHRACITE.

Since the successful attempts to manufacture Iron with anthracite have been made known, the subject begins to excite considerable attention. Below are inserted several notices respecting the works at Pottsville and Mauch Chunk. It appears from the *Miners' Journal*, that parties of miners are in search of Iron ore in every direction, and the Lehigh Coal & Navigation Company have passed a resolution offering a premium for the discovery of Iron upon their lands; see it below. There is every probability that before long, we shall not be dependent upon foreign nations as we have been, for our principal supplies of this important article.

New Source of National Wealth.

The Anthracite Furnace.—The most remote fears of success—the voice of the thousand croakers, and the sage speculations of those who could have done "so much better themselves," are all stilled in reference to the Anthracite Furnace in our Borough. Its success is triumphant beyond the most sanguine hopes of the most ardent of its well wishers. In quantity, quality and economy, it possesses superior advantages, and the enterprise of those who have largely invested in what was heretofore deemed an experiment, is now we trust, to be repaid with handsome profit.—We are but poor theorists, and no practical iron men, but we have the authority of Dr. George N. Eckert, whose long experience and skill in the business is known throughout the state, when we assert that this furnace has triumphed over difficulties and accidents during the past fortnight, which would have chilled up any charcoal works over and over again! These difficulties have originated in the want of proportion of the engine, increased by some defect or mismanagement of the boilers. All, however, is now in order, and the hearth is tapped night and morning, yielding at each time between 58 and 62 pigs, (nearly 3 tons,) of as fine iron as we wish to see.

The furnace is now under the charge of Mr. Benjamin Perry, to whose unremitting exertions and attention the present success is mainly to be attributed. The capacity of this stack is smaller than that of Mr. Crane's first Anthracite Furnace established in Wales, which was thought to yield very plentifully when it threw out 30 tons each week. This has given at the rate of 35 tons the first week, and Mr. Perry is confident that next week the produce will be increased to 40 or 45 tons. In this furnace compared with Mr. Crane's, the blast is as 1½ to 1¼, being superior to this,

though inferior in its capacity as to burden. It is an all important fact that in charging the stack, nothing but pure Anthracite Coal and Iron Ore was used. Not a scrap of old metal, wood or charcoal was used, except for the mere purpose of the first ignition.

These results will be cheering to many of our distant readers, who have taken a lively interest in their successful termination. It is indeed to be viewed as a great triumph; more important perhaps in its effects on our national recourses, than any since the application of the Steam Engine to our rivers. We shall now soon find that all our rail road iron, besides the immense quantity used for other purposes, will be made at home, without a servile dependence on other countries; the natural mineral treasures of our land, will be brought into active operation, and not only Pennsylvania, but our whole Union will feel the relief and advantages. It has been reserved for Pottsville to perfect the great experiment of making Iron with Anthracite, and we rejoice that the business of our region is likely to receive a new impulse from the enterprise of its citizens.

Since the above was in type, we have had a conversation with Mr. Perry, who says the furnace is now turning out more iron, in proportion, than Mr. Crane's averaged through the first year, and more than he was making when he last visited him, last April a year. He also says, there is power and blast enough at this furnace, to feed two stacks of the same size.—*Miners' Jour.*

THE ANTHRACITE FURNACE.

We take pleasure in giving publicity to the annexed letter from a scientific friend. The result of the experiment is highly important to the citizens of Pennsylvania.—*U. S. Gaz.*

Philadelphia, Oct. 28th, 1839.

Joseph R. Chandler, Esq.—Dear Sir:—When passing through Pottsville on Saturday evening last, I visited the furnace of Mr. Wm. Lyman, now in blast with Anthracite Coal, under the direction of Benjamin Perry, an experienced English furnace manager, familiar with Mr. Crane's process. The furnace had been in blast eight days, and had made about thirty tons of good pigs, from a mixture of the argillaceous iron ore of the coal region with other ores from the valley of the Schuylkill. Red, gray, and white ash coals were used indiscriminately. The furnace when I saw it was working well, no coal but anthracite was used, the cinder was flowing freely, the make of iron, was increasing, and the whole process was going on in a business-like manner. It reminded me of what I saw at Mr. Crane's works in Wales two years ago; and if no unforeseen accident occurs, I believe that the furnace will continue to work well.

Experience is needed to determine the best proportions of the charges, and it is desirable that the blast should be somewhat hotter than it is now, but the success thus far is certain, and must be gratifying to all who take an interest in the future prosperity of Pennsylvania.

Respectfully yours,

S. W. ROBERTS, Civil Engineer.

ANTHRACITE IRON.

Our intelligent correspondent of Schuylkill county, has furnished us with additional facts in relation to the anthracite furnace at Pottsville.

We see by the Pottsville papers that Mr. Guiteau of Mauch Chunk, who is engaged in a similar establishment, was there inspecting the operations of this triumphant concern. No doubt is longer entertained of the entire practicability of making a fine malleable iron with anthracite red ash coal; nor of the revolution which the application of that fuel to the manufacture must produce in this important business. England is a striking example. The parliament of that country in 1585, alarmed at the consumption of timber which the manufacture of iron occasioned, restrained its prosecution by law. But the business was profitable and the article indispensable, in agriculture, in commerce, and the mechanic arts, in fact in all the pursuits of civilized nations.

Men of genius, and enterprise naturally turned their attention to other fuel accessible to them and likely to answer, and

the experiments which followed resulted in the discovery by Edward Lord Dudley, of the applicability of pit coal instead of wood in the production of metal. In 1619 he obtained a patent for his invention, but soon after his works were destroyed by men who supposed the process was lessening their employment, and wood was again resorted to, and demolished so rapidly as to cause another alarm about a supply of fuel for ordinary uses. This led in 1740 to the general adoption of the coke or pit coal as the fuel in furnaces.

In that year 59 furnaces produced 17,000 tons of iron. So rapid, however, has been the increase, that in 1830, 876 furnaces produced 678,417 tons, and the exports of England amounted to more than \$4,000,000. Since then the manufacture of iron has been increased to a much larger aggregate, and since then too, Mr. Crane has added anthracite, (a better fuel.) to pit coal for reducing the ores. Our own rail roads have been constructed mainly with British iron, which, taken into account with the immense sums we annually pay to foreign nations for various implements made of iron and steel illustrates the importance of manufacturing a supply at home and thus reducing the yearly balance against us in our foreign trade. Probably more than twenty counties in this state contain ore, and nearly half the territory of the state abounds in bituminous and anthracite coal, with limestone and other requisite materials for the production of this valuable metal.

We extract the following from the letter of our correspondent:—

"October 24th, 1839.

"I visited the anthracite furnace in Pottsville yesterday afternoon. It is in successful operation, and makes at the rate of forty tons per week, which you know few charcoal furnaces are capable of producing. No doubt now exists that we shall have a revolution in the iron business. Similar works will soon be built near Pine Grove, where red ash coal is abundant and superior. The iron is equal to the best charcoal iron, for bar, &c. It is good for any purpose."

The Mauch Chunk Courier has the following extract of a letter from the proprietors of the anthracite furnace at that place.—*Pa. Reporter.*

"It is a matter of deep felicity to ourselves that the furnace of Baughman, Guiteau & Co.—using anthracite for smelting iron ore, has been in successful blast for more than three months, and that the hearth is now as good as when she went into blast.

We make iron of good quality for eighteen dollars per ton; that is charging the furnace only the current expenses of the operation.

If any persons are desirous to see the operation, we would be pleased to see them. J. GUITEAU."

Oct. 26, 1839.

At a meeting of the Board of Managers of the Lehigh Coal and Navigation Company, held October 15th, 1839, the following preamble and resolution was adopted, viz:—

Whereas, this Company have large bodies of land on which it is supposed that Iron ore may be found in such quantities as to be worth working, and whereas it is greatly to the interest of this Company that the manufacture of iron in the valley of the Lehigh should be extended—therefore,

Resolved, That any individual or company who may apply for the same in writing, shall have liberty to explore the lands of this Company for iron ore, and if successful in finding it, to raise and take away the same from the place discovered by such individual or Company, to any amount he or they may think proper, for a term not exceeding five years from the date thereof, he or they paying the Company for each one hundred tons of ore taken from the Company's land, at the rate of ten cents per ton, cash—provided; that in exploring, digging, working or taking away the said ore, the whole shall be effected so as not in any way to interfere with the Company's Coal mines or business or any improvement made or to be made by this Company. The Board of Managers, the Company's Superintendent at Mauch Chunk or their Agents at White Haven and South Easton, to be the judges of such interference.

Published by order of the Board.

EDWIN WALTER, Sec'y.

UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

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Governor's Message.

*To the Legislative Council
and General Assembly of the State of New Jersey.*

GENTLEMEN:

Another year has rapidly passed away with its many anxieties and cares. You are again met as the representatives of the people, to transact such business as the necessities of your constituents and the general interests of the State, may require. How much will be demanded at your hands of a private character, is not of course within my knowledge; but I am persuaded that you will find no occasion for the passage of many public acts. There is a common feeling pervading the State that few changes in our system of laws should be made, and those which are made should be of the most pressing necessity. I anticipate, therefore, in your behalf, no very prolonged detention from your ordinary avocations and pursuits.

Whatever differences of opinion may exist among us concerning the various obligations which rest upon us as citizens, I feel well assured that we must all desire to unite in devout acknowledgements to that superintending Providence whose paternal care has so signally blessed us during the past year. At no former period have we as a people shared more largely in his bounties; in the abundant productions of the earth, or in the enjoyment of general health. While we are thus bound together in common benefits, I may surely cherish the hope that we may be duly impressed with a just sense of our common obligations, and that in the exercise of this spirit your impartial and undivided attention will be given to the promotion of the common welfare.

A course of legislation that embraces in its scope all the great interests of society, that encourages schools and fosters improvements, cannot fail to throw around our institutions walls of defence that must ever protect them from domestic dissensions or foreign pressure. The three great branches of industry, agriculture, manufactures and commerce, are at all times especially entitled to the fostering care of government, for their prosperity and advancement include the progress and happiness of society. With us the farming interest must ever be a leading object of concern; and in recurring to the history of the year, I refer with much pleasure to the formation of an Agricultural Society in the centre of the State, under favourable auspices, as an indication of an increasing interest on the subject. This may, and I trust will, be productive of much public advantage. Associations of this description bring together the substantial men of the country, cultivate a friendly interchange of views, promote a wholesome emulation, encourage industry, and recompense useful talent and enterprise, by pecuniary and honorary rewards. With these encouragements, agricultural improvements may be quickened, and husbandry maintain its proper rank among the arts of life. If the aid of the legislature can in any way promote these great ends, I hope it will be cheerfully granted. A committee on Agriculture has been recently constituted in each house and should be continued.

I could wish it were in my power to speak in the same encouraging tone of our manufacturing and commercial interests. These great branches of industry which embrace a large body of our population, suffer in a peculiar degree from the derangements of the times, and in a special manner need the care and protection of the government. Exposed to great fluctuations, they should be treated kindly, and their interests guarded with a sustaining hand. I feel it to be the

special duty of public men every where, to consider seriously the causes of their depression, and to lend all possible aid to the means for their re-establishment. For myself, I despair of any successful enterprise in business until the facilities for carrying it on, can be rendered permanent and uniform, and mutual confidence be restored. Some mode must be devised by which the exchanges of the country can be effected with ease and economy. The government must help, or I see no way in which either commerce or manufactures can ever flourish. In other times the government and the producing classes had a common feeling of dependence on each other, and harmonized in action. It is in fact, the very design of our government to secure and advance the individual prosperity of its citizens. There are, there can be no separate or independent interests. The whole constitution of society is indeed, but an exemplification of the law of mutual obligation. All branches of industry, and all conditions in life, are more or less dependent on each other, and hence the embarrassment of one must sooner or later affect every other. The merchant cannot, at this day, sell his goods to a southern or western State, or the manufacturer the labour of his hand without paying as much or more in the difference of exchange, than the whole amount of his profits. To remedy this evil, the value of money must, in some way, be made equal in the different portions of the Union. This was once the case in the United States, and it is in vain that we look for the restoration of business, until our public men, forgetting all minor considerations, shall unite in an earnest effort to bring about this all important, this indispensable result. I am aware that this is a subject beyond your province as a State Legislature.—Congress is alone competent to provide a remedy. But it is wise and proper, at all times, to discuss every national interest which deeply affects our prosperity.

During the past year it became my duty to give certificates of election to the members of the twenty-sixth Congress from this State. The contest had been unusually warm. The friends of the respective candidates had made great exertions in their support, and felt a deep interest in their success; and it could not, therefore, be hoped that any decision would be satisfactory to all, or escape the censure of those who should be disappointed by the result. It would have been agreeable to my feelings, could the necessity for action on my part, have been dispensed with altogether. The duty however, was imperative, and there was no choice but to discharge it according to law. The whole subject was laid before all the members of the Legislative Council, summoned as a Privy Council, was discussed at large, and resulted in a recommendation, by a majority of that body, that the certificates must be granted under the then existing laws of the State to the persons to whom they were subsequently given, and the whole merits of the controversy left to the decision of Congress. This result not being satisfactory to those persons who did not receive the certificates, they and their friends have taken such course as they thought proper to do respecting it; and whether that course has been well or ill chosen, all will be permitted to judge according to their habits of thinking and acting. Every review of the opinion expressed at that time, has only confirmed me in the belief that the law was faithfully declared, and beyond that, for myself, I feel no concern. In counting the votes, the Governor and Council are ministerial officers, having no judicial power.—The township officers make their returns to the clerks of the different counties, and those officers to the Governor. The

clerks base their return exclusively upon the returns made to them by the township election officers. They cannot modify or alter them in any way, and the Governor and Council in this respect, as counting officers of a higher grade, must rest also only on the returns made to them by the clerks, and cannot vary or depart from them. So far as any difficulty is created by the return itself, as by mistakes in addition, mis-spelling the name of a candidate, the omission of a letter, or by any other irregularity appearing on the face of the return, the facts being before the Governor and his Council, may be and should always be counted in such way as to carry out the clear intention of the voter. In the present instance every vote was given to the candidates according to such intent, so far as the same could be ascertained by the returns before us. We refused to go out of the returns made by the clerks, from a conviction that we had no power by law so to do. Such was the advice given me by my constitutional advisers, and in their opinion I did then and do now coincide. Was it ever intended to give to the Governor any power over the returns which the clerks should make? Has he the right to reject any return, or to require or dictate any modification of it? No such power ever was, in my opinion, confided to him, and none such I trust, will ever be placed in the hands of one man. This would be a dangerous delegation of power, and one which I would resist in common with every other citizen of the State. He must count the votes as the returning officer sends them, without exercising any controlling influence. Great importance has been attached to the words in the law which require the Governor and Privy Council to determine the six persons for representatives, "who have the greatest number of votes from the whole State." What votes are here referred to? Clearly those contained in the returns of the clerks. The act itself so declares. What else could govern the counting officer? Is he to be guided by rumor, by the statements of individuals, by certificates of township officers; or must he be governed by the returns made by the officers appointed by law? It seems to me there cannot rest a doubt on the question. The return made by the clerk of Cumberland, was a general one, in strict conformity to the act, giving the aggregate vote for each candidate in the whole county, without specifying the townships, and purported to be a full return of all the votes of the county. Was this return to be rejected, and if so, for what reason? The return of the clerk of Middlesex specified the townships, and as to the township of South Amboy, declared that no return had been made to him from that township according to law. Had the Governor and Council a right, in such case, to say to the clerk, your return is false; the township officers at South Amboy have made a return to you according to law? It is idle to talk of any such power; the exercise of it would violate the whole spirit and intention of the act. Is it not perceived that such a construction would make the Governor and Council, who by law are mere counting officers, the arbiters of the whole election, and if they may go this length without the sanction of law, they may, with the same propriety, hold a grand inquest over the whole election and sit in judgment upon the entire canvass. So arbitrary and illegal an act on the part of your executive officers, would receive universal condemnation. It has been further insisted that the Governor was bound by law to send to the clerk of Middlesex for a return of the votes of the township of South Amboy, which, by his certificate appeared not to have been made to him according to law. I have searched in vain for any such law. None such exists. The only case provided for by the statute is where the clerk of a county makes no return at all. In such case the Governor has authority to send for his return, and only in such case. There were returns made by the clerks from every county before the count was made, and by law we were bound to accept and act upon them. The precedents were found on inquiry to be all in conformity with this view of the case. There is not a single instance where any Governor and Council ever went beyond the clerk's return, or ever acted upon any other evidence than his certificate. On the contrary, there are many cases which sanction the construction which was adopted. Several of the members of Council had been members two years before,

when the very same questions arose in a case from Somerset county, and the rule was considered as settled by that case.

You will perceive that I place myself and those gentlemen who acted with me, upon the single ground of having faithfully executed the law. If we live under a government of laws, we must follow them, implicitly, without fear or favour; and all good citizens will sustain their public officers in so doing. If any injustice has been done, the remedy is a plain one. The power is with Congress; they alone have the right to rectify the error if any exists.

So far as the conduct of the clerks of Middlesex and Cumberland is concerned, it does not become me to speak. That they acted as faithful public officers under a solemn sense of obligation, and with a higher regard for the authority of law than the praises or censures of men, I never had a doubt.

It is much to be regretted that this question should have assumed a mere party aspect. From that moment all reason and argument ceased, and were followed only by denunciation and passion. If I could believe that I possessed one secret spring of action that looked like a desire to usurp either the personal or political rights of the humblest citizen of the state, I should hold myself unworthy of further public confidence. No, gentlemen, nothing is farther removed from my wishes or intention, and I feel it right thus publicly to assure you that all the allegations which have been made, of any interference on my part, either direct or indirect, with the clerk of any county, as to the nature or form of the return which he should make, are utterly without foundation.

I am led to this explanation in this place, not so much from a belief that it is at all necessary, as from an habitual respect for the opinion or my fellow citizens. No single subject in New Jersey was ever made a more direct question before the people, at an election, than this has been. They have rendered their judgment, and while I have reason as a public officer to feel as I do feel, highly gratified at the result, I have no desire to appropriate it to myself as a personal consideration, but shall always regard it as the testimony of a noble and intelligent people, in favour of the laws and their faithful execution. I leave this whole subject with a single remark, which the history of all governments proves to be true, that the rights and liberties of a people will never be in danger from any man, however great his power or exalted his station, who exercises the authority conferred upon him within the prescribed limits of law, and that they are never safe in the hands of any who transcend those limits.

It was naturally to be expected, that amid the conflicts of parties oftentimes nearly balanced, defects would be discovered in the law regulating elections. The laws of this state on that subject had been passed at different times and were scattered through the statute book, so that it required much investigation to ascertain on any disputed point what the law really was. This rendered it necessary that they should be compiled and brought together in a single view. The principle was conceded by all that the law should be so framed as to enable the counting officers to give certificates in the first instance to those who should have the largest numerical vote, leaving the other party, if so inclined, to urge his claims before the constitutional tribunals. The examination made by the last legislature in deciding the contested election in the county of Cumberland, had shown great abuses of the elective franchise; so great as to have changed the representation from that county in the legislature if not corrected; and the public voice in many parts of the state required of their representatives to provide a remedy for the difficulties and defects which experience had shown to exist. These considerations led to the passage of the act at your last session, entitled "an act to regulate elections." I am not aware that that law makes any material alterations in the principles which have always prevailed in our elections. It does alter the mode of conducting them. The qualifications of the voters are nearly the same, and the requirements respecting aliens only a declaration of what the law was before. The only legal evidence of naturalization has always been the record, or a duly certified copy. Before this act, different rules obtained on this subject at different polls. At some the production of a copy of the record was required and at others not. The rule must now be uniform, and I am satisfied that

experience will prove it to be right. The law was never intended to interfere with the rights of any legal voter, but only to prevent frauds. The stranger who seeks among us a home, whether from oppression or choice, has a right to full protection the same as a native citizen. His person and his property are as sacred. When naturalized he has the same privileges as a voter, and all have a common interest in preventing this privilege from being exercised by those who owe allegiance to foreign powers. It was to have been expected that there would be individual cases of hardship arising under the law when first carried into effect, which will never occur again, and I cannot but believe, that if correctly administered, it will meet the wishes of the people. You have been able to observe what has been its practical operation in your respective counties, if it be calculated to deprive by any of its features the legal voter of the exercise of his privileges, it should be promptly altered; but the safeguards which it has placed around the ballot-box should be adhered to as the security of the citizen. Unless these are maintained, it is but mockery to continue the forms of an election.

In compliance with the direction contained in the last of a series of resolutions, passed at the last session of the legislature, in relation to the public lands, I forwarded shortly after their passage copies of the resolution, together with the report on that subject to each of the Senators and Representatives in Congress, from this State, and to the respective Governors of the several states of the Union. The interest of the old states in this immense inheritance, earned by the valor of our fathers, can never be surrendered without a struggle. It was time for New Jersey to declare her sentiments on the subject; and I have no doubt that the report and resolutions meet the decided approbation of the whole body of our citizens. There certainly could be no sound reason why the new states which have come into being since these lands were acquired, should have the exclusive benefit of them.—They are the common property of the whole, and any act by the Federal Government which should alienate the share of any portion of it would be grossly unjust.

The law of 1838 makes it the duty of the treasurer of the state, as soon as his accounts shall be audited, to submit to the Legislature, a balance sheet exhibiting the general items of expenditure, the amount of receipts, and the sources whence they have been received. Also the indebtedness of the State if any, and how and where; together with a full statement of the condition of the School Fund. This report will be furnished to you, by which you will have a correct and connected statement of the finances of the state. I do not deem it necessary to anticipate this report, and will only state generally, that I am informed by the Treasurer, that when his accounts shall be exhibited, they will show that the receipts into the treasury, applicable to the current expenses, for the year, amount to about the sum of \$80,000; and that the current expenses of the year will fall rather short of that sum.

You will find that no money has been expended except such as was directed by the legislature. For my own part I observe one rule on this subject, and sign no drafts on the Treasury unless there is a law to authorize it. There will be sometimes claims against the State presented, which are just and reasonable in themselves, but it is safer that they should wait your action before they are paid. We have much reason to felicitate ourselves upon the state of our finances, the economy of our expenses, and freedom from debt, except to a small amount, at a time when so many of our sister states are involved by large foreign obligations, in the embarrassments which prevail throughout the commercial world.

The School Fund, after deducting \$30,000, the present yearly appropriation amounts at this time to about \$285,000.

There are in the institutions in the cities of New York and Philadelphia, for the instruction of the deaf and dumb, eighteen children supported at the expense of the state, and ten at the institutions for educating the blind. The term allowed for the instruction of these children having in several instances run out during the year, others have been substituted in their place. The selection has always been made in the order of the applications.

The report of the Quarter Master General herewith en-

closed, will show the number and condition of the arms and equipments belonging to the State. I feel that you would be richly paid by a visit to the Armory, at the same time you would be giving encouragement to the commendable spirit and perseverance of the officer who has the charge of this department.

I hoped that Professor Rogers would have been able by this time to complete his report of the geological survey of the State, but I learned recently from him that this must be deferred to the beginning of February next. I enclose his communication that you may see the reasons which have occasioned the delay.

It appears by a report recently made to me by the keeper of the State Prison, that the number of prisoners at this time is 161, being two less than at the same period last year. By this it would seem that crime has not increased among us, but the number of convicts is still lamentably great. The earnings of the Prison in the same report for the past year, are estimated at \$9,961 95, and the expenses not including the salaries of the officers, at \$8,901 74.

You may expect a report from the Trustees of the School Fund during your session. The subject of common school education is at all times entitled to your highest consideration. It can never fail to interest us all, intimately connected as it is with the intelligence and virtue of the people, on which alone our institutions securely stand. I invite your attention to an improvement in our system suggested in the last report of the Trustees of the School Fund, that some mode should be adopted for educating teachers and qualifying them for the discharge of their responsible duties. It is decidedly better to have no School in a district, than to have one under the government of an illiterate or immoral teacher.

A commission of five gentlemen residing in different parts of the state was constituted during the year, agreeably to a joint resolution at the last session, to make certain inquiries in relation to the lunatics in the state. As the compensation fixed by the resolution was small, I was obliged to rely upon the benevolent zeal of certain gentlemen in order to attain the object of the resolution. I am informed that they have performed this service, and will be able to furnish you during the session with the result of their investigations. The number of this unfortunate class will, I am persuaded, surprise those who have not turned their attention to the subject. If there be anything in human affliction which should excite our sympathy and succour, it is found in the deplorable condition of that portion of our fellow men, who have in the inscrutable decrees of Providence been deprived of their reason. Let me bespeak for this interesting subject that liberal action which shall be worthy of a feeling and a Christian people.

WM. PENNINGTON.

Trenton, October 23, 1839.

APPOINTMENTS.

Both Houses, being in joint meeting this morning, made the following appointments.

Governor.—William Pennington.

Chief Justice.—Joseph C. Hornblower.

Librarian.—Charles C. Yard.

Clerk of Essex.—John P. Jackson, vice Elias Vanarsdale, jr.

Clerk of Salem.—Thomas-B. Smith, vice Joseph Kille.

Prosecutor of Somerset.—George H. Brown, vice William Thompson.

Surrogate of Warren.—Aaron Robertson, vice George W. Ribble.

Prosecutor of Warren.—William C. Morris.

Prosecutor of Burlington.—John C. Ten Eycke, vice E. B. Cannon dec.

A committee of the Vermont Legislature, have reported in favour of a geological survey, and an appropriation for the purpose of \$6,000.

Cincinnati contains the only institution for instruction of the blind west of the mountains.

Canal Commerce.

COLLECTOR'S OFFICE, }
Cleveland, November 4, 1839. }

The total number of pounds of property on which toll is charged by weight, that arrived at Cleveland by way of the canal, during the past month is 34,079,607

During the month of October last year, 27,190,532

The following are the chief articles that arrived during the month, viz :

377,115	bushels wheat,
6,086	do corn,
1,564	do oats,
46,448	barrels flour,
722	do whiskey,
45,141	pounds butter,
108,500	do pig iron,
276	cords wood,

The total number of pounds of property on which toll is charged by weight, cleared from Cleveland, by way of the canal, during the past month is 12,052,856

During the month of October last year, 8,786,321

The following are the chief articles cleared during the past month, viz :

24,548	barrels salt,
571	do lake fish,
3,580,347	pounds merchandise,
273,797	do furniture,
496,198	do gypsum,
58,024	do butter,
386,118	feet lumber,
282	M shingles,

The amount of tolls collected at this office during the past month is \$25,553 46

During the month of October last year, 19,472 18½

D. H. BEARDSLEY, Collector.

At the close of the navigation we shall be able to present a full view of the business of the canal for the present, as compared with that of past years. To-day we compile a few statements from those heretofore politely furnished by the Collector, D. H. Beardsley, Esq.

Receipts of wheat and flour and clearance of merchandise at Cleveland, 1839.

	Wheat, bu.	Flour, bbls.	Merch'ze. lbs.
April,	98,734	22,524	261,496
May,	270,470	63,066	2,879,763
June,	206,080	44,704	2,668,577
July,	58,147	13,778	1,280,625
August,	63,311	11,756	2,597,991
September,	306,763	28,283	3,044,246
October,	377,115	46,448	3,580,347
	1,380,620	230,559	16,313,045

Cleared, 1839—Salt, Gypsum, Fish.

	Salt, bbls.	Gypsum, lbs.	Fish, bbls.
April,	767	442,075	1,550
May,	8,711	294,932	1,933
June,	14,494	123,239	2,001
July,	13,696	125,337	1,090
August,	14,349	28,763	538
September,	15,696	261,395	701
October,	24,548	496,198	571
	92,261	1,771,939	8,584

Property on which toll is charged by weight, and tolls.

	Arrived, lbs.	Cleared, lbs.	Tolls.
April,	15,426,614	2,368,120	\$4,484 57½
May,	38,616,573	8,761,521	19,057 56½
June,	31,216,818	8,614,606	20,159 13
July,	11,483,336	6,742,415	14,824 65
August,	8,556,011	7,980,786	18,833 83½
September,	26,944,626	9,068,881	not stated.
October,	34,079,607	12,062,856	25,563 46
	166,323,585	55,589,185	\$102,913 01½

Aggregate receipts by canal of wheat and flour at Cleveland, to Nov. 1, for three successive years.

	1837	1838	1839
Wheat, bushels,	490,721	1,122,739	1,380,620
Flour, barrels,	165,414	252,660	230,559

Aggregate clearances by canal of sundry articles at Cleveland to Nov. 1st, for three successive years.

	1837	1838	1839
Salt, bbls.	54,614	53,968	92,261
Lake fish,	4,834	6,967	8,384
Gypsum, lbs.	1,192,866	1,378,207	1,771,939
Merchandise,		13,383,890	16,313,045

It will be seen by a glance at the footings above, that, of property on which toll is charged by weight, (which does not include lumber, stone, &c.) more than 83,000 tons have arrived at Cleveland, and more than 27,000 tons have cleared, by the canal, the present season.

The business of the month of November last year was considerable. More than 100,000 bushels of wheat and 30,000 barrels of flour arrived in that month, and other articles in like proportion. The clearances of the month were also large. Should winter not visit before his time, we may expect the receipts of the present month to augment very considerably the aggregates above given.

TREASURY NOTES.

Treasury Department, }
November 1, 1839. }

Amount issued under the provision of the act of October 12, 1837, viz : \$10,000,000,00

Of that there has been redeemed, 9,740,862 21

Leaving outstanding, \$259,137 79

In lieu of those redeemed there has been issued under act of 21st May, 1838, 5,709,810 01

Of that issue there has been redeemed, 5,562,643 15

Leaving of that issue outstanding, 147,166 86

Aggregate of the first and second issues outstanding, 406,304 65

The issues under the provision of the act of 2d of March 1839, amount to 3,857,276 21

Of that issue there has been redeemed, 869,400 00

Leaving outstanding, 2,987,876 21

Making the aggregate of all outstanding, 3,394,180 86

LEVI WOODBURY,
Secretary of the Treasury.

Travelling in the Last Century.—The Boston Evening Post of April 6, 1761, publishes with great glee the following paragraph, giving notice of the great improvements which had been made, by a spirit of enterprise which always distinguished our ancestors, in the mode of travelling between Portsmouth and Boston :

"We learn from Portsmouth, New Hampshire, that for the encouragement of trade from that place to this town, a large stage-chaise, with two good horses, well equipped, will be ready by Monday week next, to set out from thence to this place, to perform once a week ; to lodge at Ipswich the first night ; from thence through Salem and Medford to Charlestown ferry ; to tarry at Charlestown till Thursday morning, so as to return to Portsmouth the next day, and set out again the Monday following—that it will be contrived to carry four persons, the price to be 13—6 sterling."

It thus appears that a week was consumed by going in this fast vehicle, drawn by "two good horses," in going to Boston and returning. When the railroad is finished, a man will be able to visit the city from Portsmouth before breakfast, transact his business, and return to dinner!—*Mer. Jour.*

From the Louisville Journal.
STATE OF THE BANK OF KENTUCKY
And Branches on the 15th October, 1839.

LIABILITIES.

Capital stock,	\$4,699,305 00
Notes in circulation,	1,916,286 00
Individual deposits,	391,281 90
Due to other banks,	581,113 31
“ Bank U. S. 4th March, 1840,	275,000 00
“ D. Kurts, distributing agent,	3,750 00
“ Treasurer of State, (Louisville,)	23,040 04
“ Commissioner Sinking Fund,	21,220 15
“ District and C. Courts of U. S.	1,363 83
“ Board of Education,	1,210 00
Dividends unpaid,	9,639 68
Discounts received,	55,781 37
Premiums on exchange,	43,197 23
Contingent Fund,	100,000 00
Real Estate Fund,	5,000 00
Profit and loss,	844 03

\$8,128,032 54

RESOURCES.

Bills discounted,	\$3,735,418 86
Bills of exchange,	1,513,185 58
Suspended debt,	76,879 18
Real estate,	60,157 46
State and City bonds,	1,605,000 00
Due by other banks,	396,997 16
Suspense account,	1,009 71
Treasurer of State at Frankford,	28,838 63
Bank checks,	29,207 38
Expense account,	14,450 46
Interest account,	12,097 86
Specie on hand,	469,962 99
Notes of other banks,	184,827 24

\$8,128,032 54

Statement showing the liabilities of the Bank on the 18th of May, 1837, and 15th of October, 1839, exclusive of stock.

May 18, 1837. Oct. 15, 1839.

Notes in circulation,	\$1,469,040 00	\$1,916,286 00
Individual deposits,	549,299 70	391,281 90
Treasurer of United States,	897,378 32	
Treasurer of State,	3,763 16	23,040 04
Commis'r. of Sinking Fund,	502,924 17	21,220 15
Due to other Banks,	444,181 97	581,113 31
Due Bank United States,	825,000 00	275,000 00
Other liabilities,		15,968 51

\$4,691,587 32 \$3,223,904 91

On the 18th May, 1837, the amount of liabilities of the banks exclusive of stock, amounted to

4,691,587 32

On the 15th October, 1839, they amounted to

3,223,904 91

Reduction of liabilities,

1,467,682 41

Statement showing the amount of bills discounted, bills of exchange, and other means of the bank, on the 18th May, 1837, and 15th October, 1839.

May 18, 1837. Oct. 15, 1839.

Bills discounted,	\$3,899,888 43	\$3,735,418 86
Bills of exchange,	1,912,460 52	1,513,185 58
Suspended debt,		76,879 18
State and city bonds,	1,080,000 00	1,605,000 00
Real estate,	50,138 00	60,157 46
Due by other banks,	714,060 41	396,997 16
Treasurer of the State,		28,838 63
Specie on hand,	634,518 93	469,962 99
Notes of other banks,	586,942 22	184,827 24
Bank checks,	276,939 69	29,207 38

\$9,154,948 20 \$8,100,474 48

Bills discounted and bills of exchange on the 18th May, 1837, amounted to 5,812,348 95
 Bills discounted, bills of exchange and suspended debt, on the 15th October, 1839, 5,325,483 62

Reduction, 486,865 33
 GEO. C. GWATHMEY, Cashier.

Northern Bank.

The condition of the Northern Bank and branches as reported on the 21st instant.

MEANS.

Bills discounted,	\$2,123,731 02
Bills of exchange of which about \$850,000 is payable at New Orleans,	1,417,140 17
	3,540,871 19
Suspended debt, on notes and bills,	57,054 00
Bonds of the state of Kentucky,	755,000 00
Bonds of the city of Lexington,	35,000 00
	790,000 00
Balance due from principal bank and branches,	11,800 62
Real estate in Lexington, Louisville, Paris and Covington,	72,007 88
Contingent and law expenses,	10,177 97
Cash on hand, viz: gold and silver,	563,132 61
In notes of other banks,	92,404 00
In checks on Eastern Banks, maturing,	68,857 06
	724,393 67
	\$5,206,305 33

LIABILITIES.

Capital stock,	\$2,984,650 00
Notes in circulation,	1,560,081 00
Balance due banks,	54,310 08
Due to Bank United States, 6th December, 1839,	184,380 90
Due to General and State Government officers,	10,345 47
Due to individual depositors,	240,923 07
Discounts, exchange and interest, (the interest on state bonds not included,)	95,565 93
Contingent fund,	60,000 00
Unclaimed dividends,	4,126 48
Profit and loss,	11,922 40
	\$5,206,305 33

M. T. SCOTT, Cashier.
 Louisville Journal.

Unprecedented Destruction of Property by Fires.—There have been in this country, since the beginning of this month, no less than twenty-four fires that we have account of, and the following is a list of them:

Fires in the United States since the first instant.

Fires.	Buildings destroyed.	Losses.
In New York,	7	\$1,200,000
“ Mobile,	6	1,800,000
“ Philadelphia,	2	1,000,000
“ Alton, Ill.	1	20,000
“ Newark, N. J.	2	25,000
“ N. Orleans,	1	20,000
“ Norfolk,	1	10,000
“ Aiken, S. C.	1	100,000
“ York, Pa.	1	5,000
“ Louisville, Ky.	1	10,000
“ West Boylston,	1	50,000
	24	600
		\$4,040,000

Condition of the Bank of Louisville, October 1.

RESOURCES.

Notes discounted,	- -	\$843,521 56	
Bills of exchange,	- -	288,184 51	
City loan,	- -	80,000 00	
			1,211,708 07
Banking house,	- -		45,945 93
Due from banks,	- -	30,027 43	
Notes of other banks,	- -	63,665 00	
Gold and silver,	- -	122,256 64	
			215,949 07
Expense account,	- -		3,730 64
			1,477,331 71

LIABILITIES.

Capital stock,	- -		1,150,000 00
Individual deposits,	- -	60,505 43	
Due to banks,	- -	44,434 07	
Due State Treasurer,	- -	6,119 17	
Dividends unclaimed,	- -	2,225 00	
Surplus Funds,	- -	23,595 00	
Profit and loss,	- -	21,592 04	
			158,470 71
Notes in circulation,	- -		168,861 00

\$1,477,331 71

A. THRUSTON, Cashier.

BANK OF LOUISVILLE, }
October 16, 1839. }**Meeting at Louisville.**

On page 318 was inserted Gov. Wickliffe's appeal to the patriotism of the Kentuckians, in favour of internal improvements.

Below will be found the proceedings of a meeting held at the instance of the Governor.

Proceedings of a meeting of the citizens of Louisville, held October 29th, 1839, at the Fourth Street Methodist Church, in pursuance of previous notice, at the instance of C. A. Wickliffe, Governor of Kentucky.

The meeting was organized by a call of Col. F. Johnson to the Chair, and L. L. Shreve, Secretary. The object of the meeting having been explained by the chair, Gov. Wickliffe addressed the house in a speech of near two hours, much to the satisfaction of the hearers, giving them a full and lucid exposition of the condition of the state in relation to her monetary affairs and her works of internal improvement. He was followed by James T. Morehead, Esq. President of the board of internal improvements, who took up the subject of internal improvements, and in a speech of considerable length and great animation surveyed the whole ground, beginning with the first conception of the scheme in Kentucky, and tracing it to its present state; presenting its peculiar advantages and fitness to the state at large, and more especially to the city of Louisville; entering into a minute detail of the works completed, in progress, and under contract, showing the amount of work done, the cost of the same, and the cost of unfinished work as made out by actual contracts, and presenting the subject in a lucid and very satisfactory manner to a large and much interested audience.

Notice was then given by the Governor that previous to leaving the city he would designate certain individuals who would receive proposals for state securities in conformity with the plan proposed in his address.

The following resolutions were offered, read, and unanimously adopted:

1. Resolved, That we consider the internal improvement of the State as of the greatest importance to the community, tending to afford facilities to commerce, to develop the resources of the State and to advance the wealth, prosperity and happiness of our commonwealth.

2. Resolved, That we approve of the system of internal improvement, and that our cordial aid and support will be given to support and sustain it, and we should lament, that there should be a failure in the completion of any of the great works, now undertaken and in progress in our state.

3. Resolved, That the thanks of this meeting be tendered to Gov. Wickliffe, and J. T. Morehead, Esq. President of the board of internal improvement, for their exertions to sustain and carry on, to completion, the important works already begun and undertaken, and for their energy in support of the system.

The meeting then adjourned.

F. JOHNSON, Chairman.

L. L. SHREVE, Secretary.

After the meeting adjourned, the following gentlemen were designated by the Governor to receive subscriptions for State stock.

J. I. Jacob, Jno. S. Snead, W. H. Pope, J. Bustard, William C. Bullitt, L. L. Shreve.—*Louisville Journal*.

THE WESTERN BANKS.

There are forty-two Safety Fund Banks and two Branches located west of Albany. Statements from all but seven of these were furnished to the bank commissioners at Auburn during the last week. Their condition as compared with the first of January last, is as follows:

37 Banks.	Capital.	Loans & Disc't.	Circulation.
1st Jan. 1839.	\$7,640,000	14,105,034	6,038,589
5th Nov. 1839.	7,640,000	13,521,846	4,945,197

It is known that the circulation of the River and City Banks has decreased in a still greater proportion.

The whole circulation of the chartered banks on the 1st of Jan. 1839 was \$19,373,149. The lowest point which it reached during the suspension was \$11,108,000 in April, 1838.

From the above data there can be no doubt that the circulation of the chartered banks is as low at this time, and probably lower, than at any time during the suspension.

Argus.

A Curiosity.—A gentleman informed us a few days since that, a short time previous, while in pursuit of wild turkeys, in Hart county, Kentucky, in company with a friend, they discovered on the summit of a knoll or elevation a large hole, that would admit a man's body without much difficulty. Curiosity led them to make preparations, and, by an accession, they entered this mysterious place. At the depth of about 60 feet they found themselves in a subterranean cave or room apparently cut out of solid rock, through which they had passed many feet, which appeared to be sixteen to eighteen feet square. Our informant was the first that entered the room, and he was not a little surprised that the first object which met his eyes was a human skull with all the teeth entire. Upon further examination, it was found that the whole place was filled with skeletons of men, women, and children.

Under the small aperture through which they descended the place was perfectly dry, and the bones in a state of preservation. An entire skeleton of the human body was obtained. They concluded to examine how deep the bones laid, and penetrated through them in one place between four and seven feet, but found them equally plentiful as on the top: but there seemed to rise an offensive effluvia as they approached where it was a little damp. There was no outlet to the room, and a large snake which they found there, and which appeared to be perfectly docile, passed round the room several times while they were in it. The discovery is a subject for the speculation of philosophers with regard to the period and circumstances attending this ancient charnel-house.—*Central Watchtower*.

Huge Barrel of Flour.—It will be remembered that Col. Meacham, of Oswego county, a few years since, presented our corporation with a mammoth cheese, which was sold in small parcels at auction, for the benefit of the Firemen's Benevolent Association, and a large fund was realized from that source.—Our firemen have now employed Mr. Emerson to manufacture a mammoth barrel of flour, which they intend to present to the liberal donor of the cheese. It weighs a ton, and is probably as large a vessel as was ever packed with that article.—*Rochester Democrat*.

MANUFACTURES OF MASSACHUSETTS, 1837.

From the Report prepared from the returns of the Assessors by John P. Bigelow, Secretary of State, agreeably to Act of Legislature.

In relation to some articles, no information was received from any of the Assessors, concerning the number of hands employed and amount of capital invested, the Act not requiring it. In regard to other articles, the hands employed and capital invested are stated in some of the returns, and not in others. The aggregates under those two heads, therefore, are doubtless very much less than would be shown by more complete returns.

ARTICLES MANUFACTURED OR PRODUCED.				ARTICLES MANUFACTURED OR PRODUCED.			
Value.	Hands employed.	Capital invested.		Value.	Hands employed.	Capital invested.	
Anchors, Chain Cables, &c.	36	\$80,500		Looking Glasses,	58	\$165,500	
Axes, Scythes, Snaths, &c.	387	196,338		Lumber, Shingles and Staves,	121	167,778	\$61,600
Beer, Bellows, Blacking, Boats and Wherries, Bricks,	273	55,300		Machinery, of various kinds,	1,399	1,235,390	27,750
Bonnets, (Straw) and Palm Leaf Hats,				Musquets, Rifles, Pistols, Swords, &c.,	394	286,900	1,146,775
Books and Stat'y, Pocket Books, and School apparatus,	1,028	909,800		Nails, Brads, and Tacks,	1,095	2,587,985	65,943
Boots and Shoes,	39,068			Oil, (Refined Whale and other Oil,)	145	2,030,321	1,974,000
Brags and Copper,	297	635,800		Organs and Piano Fortes,	239	324,200	1,188,500
Britannia and Block Tin,	59	7,000		Paper,	1,173	1,544,330	172,000
Brushes, Brooms, and Baskets,	360	103,095		Ploughs,	73	54,561	1,167,700
Buttons, of all kinds,	358	147,200		Saddles, Trunks, and Whips,	768	351,575	109,825
Candles, (Spermaceti and Tallow,) and Soap,	266	697,300		Salt,	708	246,059	801,753
Candlesticks, Playing-cards, Chocolate, Clocks, Chair				Shovels, Spades, Forks and Hoes,	284	264,709	235,523
Stuff, and Coffee Mills,	81	29,840		Silk,	125	56,150	137,000
Cards, (Wool,)	139	148,340		Spectacles, Starch, Stone and Earthen Ware,	47	35,560	20,974
Carriages, Wagons, Sleighs, Harness, &c.,	945	278,790		Spirits,	1,288,789		
Casks and Hoops,	194	81,250		Stone, (Granite, Marble, Slate and Soap Stone,)	690,782	31,000	209,950
Chairs and Cabinet Ware,	2,011			Stores and Store Pipe,	13	11,815	11,815
Clothing, Neck Stocks, and Suspenders,	3,939	780,158		Sugar, (Refined,)	92	976,454	303,663
Combs,	444			Snuff and Olgars,	396	184,601	33,300
Cordage and Twine,	439	285,375		Tin Ware,	377	394,332	
Cotton Goods, (Cloths,)	19,754	14,369,719		Tools, (Carpenters', Joiners' and Shoemakers',)	279	256,531	110,807
Cotton Bating, Thread, Warp and Wicking,	151	78,000		Types and Stereotypes,	215	157,000	140,000
Cotton Printing,	1,660	1,539,000		Umbrellas,	136	104,500	56,500
Cutlery,	193	92,033		Upholstery, including Bed-binding, Curtains, Hair and			
Drugs, Medicines, and Dye Stuffs,	97	95,995		Paper Hangings,	86	55,463	13,160
Fishery, (Whale, Cod, and Mackerel,)	20,126	12,454,078		Vessels built in the five years preceding 1st April, 1837,	2,834	6,853,248	
Fur Caps, and other manufactures of Fur,	100	55,000		Varnish and Beeswax,	8	52,600	9,000
Glass,	40	375,000		Window Blinds, Sashes, and Doors,	93	74,166	8,350
Glebe,	647	759,400		Wire,	53	84,770	44,200
Gold and Silver Leaf,	18	19,700		Wooden Ware, including Packing Boxes, Rates, Shoe			
Gunpowder,	36	11,200		Pegs, Yokes and Helves,	313	174,692	26,950
Hats,	77	160,800		Wool,	539,689		2,642,778
India Rubber,	867			Woolen Goods,	10,399,807		5,770,750
Iron Castings, Bar and Rod, &c.,	13	10,000		Engravings, Essences, Hoosery, Lamp-black, Mathema-			
Jewellery, Silver, and Silver Plate,	1,311	1,516,025		tical Instruments, Mustard, Razor Straps, Leather			
Lead Manufactures,	207	161,550		Boxes, Pumps, Blocks &c., &c.	7,097	63,466	19,078
Leather, including Morocco,	43	6,400					
	1,798	2,033,423		Total,	117,353	\$91,765,215	\$54,851,643

COTTON MANUFACTURES OF MASSACHUSETTS, 1837.

COUNTIES.	Cotton Mills.	Cotton Spindles.	Cotton consumed, lbs.	Number of yards of Cotton Goods manufactured.	Value of Cotton Goods manufactured.	Males employed.	Females employed.	Capital invested in the manufacture of Cotton.
Essex, - - - - -	7	13,300	804,222	2,301,520	\$372,972	115	402	\$337,500
Middlesex, - - - - -	34	165,868	17,696,245	52,860,194	5,971,172	1,054	6,435	6,909,000
Worcester, - - - - -	74	124,720	5,292,018	20,280,312	1,991,024	1,384	1,998	2,015,100
Hampshire, - - - - -	6	8,312	563,000	1,574,000	176,060	72	233	216,000
Hampden, - - - - -	20	66,552	4,727,302	15,107,583	1,504,896	626	1,886	1,698,500
Franklin, - - - - -	4	5,924	135,045	1,081,140	76,125	49	140	90,000
Berkshire, - - - - -	31	35,260	1,390,162	7,530,667	575,087	339	766	633,725
Norfolk, - - - - -	32	25,782	1,365,953	4,953,816	509,383	280	583	609,500
Bristol, - - - - -	57	104,507	4,814,238	18,382,828	1,678,226	987	2,015	1,622,778
Plymouth, - - - - -	15	13,298	480,884	2,052,061	182,474	85	279	230,616
Barnstable, - - - - -	2	1,508	6,848	195,100	19,240	7	20	7,000
	282	565,031	37,275,917	126,319,221	\$13,056,659	4,997	14,757	\$14,369,719

WOOLLEN MANUFACTURES OF MASSACHUSETTS, 1837.

COUNTIES.	Woollen Mills.	Spindles of Woollen Machinery.	Quantity of Wool consumed, lbs.	No. of yds. of Cloth manufactured.	Value of Woollen Goods manufactured.	Males employed.	Females employed.	Capital invested in the manufacture of Wool.	No. of Gallons of Sperm Oil used by manufacturers.
Essex, - - - - -	16	82	1,474,000	3,586,500	\$1,305,000	480	443	\$720,500	33,010
Middlesex, - - - - -	19	80	2,173,183	1,658,798	1,848,361	586	749	1,185,000	70,300
Worcester, - - - - -	66	160	3,748,853	2,740,467	3,695,321	1,324	1,127	1,808,750	61,329
Hampshire, - - - - -	28	50	820,365	787,045	908,372	294	302	514,400	13,282
Hampden, - - - - -	8	13	257,000	313,000	238,000	87	71	76,250	9,432
Franklin, - - - - -	8	11	239,700	282,455	176,341	67	108	146,500	1,360
Berkshire, - - - - -	23	40	875,957	824,870	1,061,046	315	272	654,800	24,139
Norfolk, - - - - -	13	37	853,664	663,847	795,495	332	286	499,150	12,618
Bristol, - - - - -	4	12	231,510	254,540	215,100	81	64	67,500	8,185
Plymouth, - - - - -	4	11	147,756	161,904	137,771	36	49	82,000	2,050
Barnstable, - - - - -	2	3	30,000	40,000	19,000	8	14	15,000	650
Dukes County, - - - - -	1	2	7,000			2		900	120
	192	501	10,858,988	11,313,426	\$10,399,807	3,612	3,485	\$5,770,750	236,475

SHEEP AND WOOL RAISED IN MASSACHUSETTS, 1837.

COUNTIES.	Number of Saxony sheep.	Number of Merino sheep.	Number of all other kinds of sheep.	Number of pounds Saxony Wool produced.	Number of pounds Merino Wool.	Number of pounds of all other kinds of Wool.	Average weight of Fleece per head.	Value of Wool produced.	Capital employed in the growing of Wool.
Suffolk, - - - - -		224	32		914	140	4 3-16	\$521	\$5,034
Essex, - - - - -	10	938	4,879	33	2,459	13,146	3	6,252	11,230
Middlesex, - - - - -	169	1,127	3,870	455	3,417	11,403	3 1-4	6,805	10,973
Worcester, - - - - -	2,230	9,102	13,569	5,728	26,781	40,728	3 1-16	37,267	119,625
Hampshire, - - - - -	14,240	35,703	14,331	38,009	104,608	40,894	2 14-16	103,751	354,134
Hampden, - - - - -	2,944	19,268	7,738	7,138	54,455	21,645	3 13-16	44,786	148,641
Franklin, - - - - -	2,402	34,834	18,477	7,121	102,568	56,381	2 15-16	70,513	313,976
Berkshire, - - - - -	24,779	88,197	23,986	71,396	253,455	67,266	3 13-16	214,519	1,691,440
Norfolk, - - - - -	110	261	1,683	348	913	5,401	3 9-16	3,408	18,723
Bristol, - - - - -	11	3,524	8,933	33	9,642	22,148	2 1-2	14,279	75,007
Plymouth, - - - - -	86	1,841	9,483	190	5,860	24,924	3 13-16	14,081	29,768
Barnstable, - - - - -	4	9	7,319	16	36	17,321	2 7-16	7,482	22,839
Dukes County, - - - - -		3,600	7,681		8,000	15,560	2	8,523	6,132
Nantucket, - - - - -		1,755	5,265		4,387	11,408	2 1-4	7,503	28,256
	46,985	200,383	127,246	130,467	577,495	348,365	2 14-16	\$539,689	\$2,842,778

Whale Fishery of Massachusetts, 1837.

COUNTIES.	Number of Vessels built in the five preceding years.	Tonnage of the same.	Value of same.	Hands employed in Ship Building.	Vessels employed in the Whale fishery.	Tonnage of same.	Number of Gallons Sperm Oil Import- ed.	Number of Gallons Whale Oil Import- ed.	Value of Sperm Oil.	Value of Whale Oil.	Hands employed.	Capital invested.
Suffolk,	38	8,877	\$626,500	106	5	1,550	98,100	68,169	\$70,619	\$25,604	125	\$155,000
Essex,	433	38,706	1,872,266	484	27	7,886	187,776	257,715	261,407	96,711	678	735,202
Middlesex,	71	26,255	1,197,970	292								
Hampton,	5	16,000	16,000									
Norfolk,	34	5,709	244,625	107	4	1,160	56,616	94,853	23,395	49,954	114	140,000
Bristol,	94	14,431	654,898	318	222	67,338	1,751,598	1,566,659	1,534,181	651,175	5,389	5,479,000
Plymouth,	214	39,385	2,061,440	1,432	14	3,494	192,522	112,359	164,075	44,932	372	264,700
Barnstable,	52	4,868	816,590	70	11	3,098	169,980	8,250	161,157	3,650	285	274,000
Dukes County,												
Nantucket,	5	1,297	60,959	25	74	3,018	77,175	70,591	65,598		225	233,000
						25,875	1,206,418		1,085,776	28,236	1,897	2,520,000
	946	139,318	\$6,863,248	2,834	366	113,419	3,730,180	2,178,366	\$3,371,208	\$900,262	8,980	\$9,800,903

Cod and Mackerel Fishery of Massachusetts, 1837.

COUNTIES.	Vessels employed in the Cod and Mackerel Fishery.	Tonnage of same.	Number quintals of Codfish caught.	Value of same.	Number barrels of Mackerel caught.	Value of same.	Number of Bushels Salt used in the Cod and Mackerel Fishery.	Hands employed.	Capital invested.
Suffolk,	152	9,703	137,256	\$408,510	43,266	\$320,165	142,567	1,794	\$593,200
Essex,	519	28,074	159,424	501,363	69,599	518,663	267,842	3,758	856,040
Middlesex,	13	900	9,000	27,000	1,000	6,000	13,000	100	30,000
Norfolk,	62	4,068	15,960	46,050	18,450	120,528	46,622	563	180,094
Bristol,	3	152			450	3,300	650	21	3,300
Plymouth,	182	11,912	64,172	193,664	25,258	179,748	108,832	1,544	382,165
Barnstable,	369	21,280	134,758	392,930	76,036	490,638	257,628	8,877	693,267
	1,299	76,089	510,554	\$1,569,517	234,059	\$1,639,042	837,141	11,146	\$2,683,176

Girard Bank.

At an annual meeting of the stockholders of the Girard Bank, in the city of Philadelphia, held at the banking-house on Tuesday the 5th day of November, 1839, John R. Vogdes, Esq. was called to the Chair, and Henry Welsh was appointed Secretary.

The proceedings of the last annual meeting of the stockholders were read, when Mr. Briggs moved that they be approved by this meeting.

The Hon. Mr. Champneys then moved a postponement of the question, for the purpose of introducing a series of resolutions, which he read to the chair.

Mr. Briggs withdrew his motion for the purpose of receiving the annual statement of the affairs of the bank, which was read to the meeting.

Series of resolutions were then read by Messrs. Henry Horn, Daniel W. Cox, and the Hon. Edward King; whereupon Mr. John W. Ashmead moved to postpone the several questions before the chair, for the purpose of introducing the following, which motion was agreed to, and the preamble and resolutions were adopted as follows, viz:

Whereas, the officers of the Girard Bank have presented to the meeting of stockholders, held this day, a statement of the condition of the said bank, showing the capital of the said bank to be wholly unimpaired, and the institution in a flourishing and sound condition; and in order that the exact state of the bank may be exhibited in a decided and satisfactory manner to the public, therefore

Resolved, That the statement of the affairs of the bank, together with the several resolutions before this meeting be referred to a committee of investigation, who are to report to a subsequent meeting of the stockholders.

Whereupon Messrs. John W. Ashmead, John J. McCahan, Thomas Cave, Charles S. Riche, R. S. Smith, James Evans (of Lancaster,) and Henry Welsh, were appointed said committee.

The meeting then adjourned to meet again at the same place, on Wednesday, November 13, 1839, at ten o'clock in the forenoon.

WEDNESDAY, NOV. 13, 1839.

The meeting met pursuant to adjournment.

Mr. Ashmead from the committee of investigation, made the following report, viz:

The undersigned, being a committee appointed at the meeting of the stockholders of the Girard Bank, held on the 5th inst. to investigate the condition of the bank, and to whom were also referred sundry resolutions offered at the meeting of the stockholders, respectfully report:

That they assembled at the banking-house on the evening of the 5th inst. and proceeded to the performance of the duties assigned them. Their first act upon organizing was the reading of the resolutions offered at the meeting of the stockholders, with the view of ascertaining exactly what information was desired or expected, and the task of investigation was conducted with the view of arriving simply at the truth, and communicating the result, whatever it might be. In order that no difficulty might arise in the inquiry, the committee determined at its first meeting that no proposition should be settled by a vote of the majority of its members, but that each gentleman composing it should be at liberty to act for himself, and to call for any books or papers that he might deem material to the investigation. Accordingly, the request of each member of the committee was complied with, and the most thorough examination was gone into, that the time afforded to the committee would allow. The officers of the Bank readily offered every facility which the committee could require, and nothing was concealed or kept from them which they desired to know. In truth, the conduct of the officers of the bank has been such, that your committee deem it but an act of justice to notice it in an especial manner, as a circumstance highly creditable to them. The result of all has been, that the members of this committee have arrived at conclusions respecting which a unanimous opinion is entertained.

The Girard Bank was chartered in the year 1832, and went into operation in August of the same year, with a capi-

tal of \$1,500,000. In October, 1833, it became a deposit bank. In March, 1834, by direction of the stockholders, it began to refund the public money to the government, then \$1,250,000 in amount. In July following, it had paid off the whole sum except \$85,000.

In August of the same year at the request of the owners of a large majority of the stock, it obtained from the Secretary of the Treasury, a restoration of the public business. Up to May, 1836, the bank made the following dividends, viz: in May 1833, 3 per cent. in November following, 3 1-2 per cent. in May 1834, 3 per cent. in November following 4 per cent. in May 1835, 4 per cent. in November following 4 per cent. and in May 1836 4 per cent. In March, 1836, an increase of \$3,500,000 to the capital was authorized, making it altogether \$5,000,000. The motive in part for obtaining this increase was to enable the bank to hold a larger amount of public money, (which was then enjoyed without interest,) than it could do with a smaller capital. In March, 1837, the public money in the banks in all forms, arising from the business of the Government, was about \$3,600,000, of which amount \$2,700,000 were to the credit of the Treasurer of the United States. In May of that year, the bank in common with the other institutions of the country, suspended specie payments, and the deposits on account of the United States ceased to be made. In the following August, the debt was almost wholly discharged, there being on the 31st day of that month but \$177,000 remaining subject to the drafts of the Treasurer, which sum in November was reduced to \$10,000, and in January 1838, to less than \$1,000. During the period in which the Girard Bank transacted the public business, the sums which were passed to the credit of the single account of the Treasurer of the United States, amounted to \$14,000,000. They were drawn for often in large sums, and in almost all cases without previous notice, which the bank did not require. A list of a portion of these heavy payments is appended to this report.

By this it appears, that the largest sums paid on single drafts were on the

29th December, 1834,	\$1,961,040 43
1st April, 1837,	992,709 07
1st July, 1837,	684,834 26

And that drafts for \$100,000, 70,000 and 80,000 were very frequent.

The necessity of the bank keeping itself in a position to meet these heavy demands, must be admitted. It formed the chief difficulty in the management of the public deposits—How was this to be accomplished, so that at the same time the public might not be deprived of the use of the money, nor the bank of the benefits resulting from it, it being then obliged under the deposit act of June, 1836, to pay interest on a portion of the same? There was but one mode, viz: to keep the bank a general creditor, with a considerable specie fund, and such amount of short domestic bills as actual business might throw in its way; and to loan out large sums returnable on demand, or at short notice, on collateral securities, deemed satisfactory at the time, so that on the occasion of the presentation of Treasury drafts, of unusual magnitude, the means of meeting them might be within reach. From the nature of things such loans could only be made to a very few houses. These latter cases, therefore formed the chief items of collateral security, and the stocks hypothecated were always taken at rates much below those of the market at the time. Had these sums been distributed throughout the general discount line of the bank in minute amounts, they could not have been re-called in time to meet such demand, nor perhaps at all, without producing extensive mischief. The great bulk, therefore, of stocks now held by the Girard Bank as security for debts due it, came into its possession at that time, owing to the state of things above described.

Notwithstanding these heavy responsibilities, the Girard Bank was not backward in resuming specie payments, when the period designated by public sentiment had arrived. The incidents which have occurred since then are fresh in the minds of all. The immense indebtedness of the south-west and west to this city, and the inability to discharge it, imposed upon our institutions duties too onerous for their performance. The drain of specie from here to New York, conse-

quent upon the position of that city, to pay the foreign commercial debt, exhausted their coffers, which could not be replenished from those of their debtors which were closed against their demands.

Since the enlargement of the capital, in 1836, the Girard Bank has made the following dividends, to wit:

In November, 1836, 4 per cent. on \$4,219,250 of capital at that time paid in. In May 1837, 4 per cent. on the whole capital; in November following, 3 per cent. in May 1838, 3 per cent; in November following 3 1-2 per cent. and in May 1839, 3 1-2 per cent.

This history of the establishment and operations of the Girard Bank has been gone into, with the view of exhibiting to the stockholders the extent of business which the bank has transacted, and, also, to show that scarcely any point of inquiry has been entirely overlooked by your committee.

The first duty performed by the committee was, to examine and verify the statement furnished to the stockholders with the books of the bank with which they were found faithfully and strictly to conform. They, also counted the cash and found the amount on hand, at the close of the business of Monday, to correspond with the statement of the teller in whose custody it is held, the amount of specie on hand being, when examined, \$190,250 93.

The next was to examine into the character of the bills discounted, and bills receivable, and to inspect the securities held for loans, whether in the form of discounts or of post notes, and that in every case where any doubt of the ability of the borrower to pay existed. These were found for the most part entirely satisfactory, and, indeed, the committee could not but feel much surprised at the large surplus held by the bank in a great majority of cases. They were also gratified in finding so large an amount of business notes included in their discount line.

It is proper here to remark, that all the assets of the bank, and particularly the suspended debt, were most scrupulously inspected by the committee, with the view of ascertaining whether its capital remained unimpaired. In order to arrive at just results, your committee examined all the accounts of officers of the bank, and such accounts as appeared upon the credit books of the bank to be large; and whenever collateral securities were given they were called for, examined and investigated by the committee. All stocks held as collaterals were estimated at the present depreciated prices at which they are selling in the market.

Besides this, the most liberal allowance was made for losses, and the entire conviction of your committee is, that under any circumstances the capital of the bank is wholly unimpaired, and that the contingent fund alone is more than adequate to meet all losses that have occurred or are likely to occur. On this point your committee is clear, and they therefore make this declaration with a full knowledge of all the responsibility which it throws upon them.

The issue of post notes being a matter that has engaged the attention of the public, the committee deem it a duty to state that the aggregate amount issued by the Girard Bank exceeds two millions and a half of dollars; and that the amount outstanding at the time the statement was prepared for the stockholders, was \$817,000. Without expressing any opinion as to the policy of such issues, the committee would remark that it has been a source of large profit to the bank.

Upon the whole, after a faithful and conscientious discharge of the duty in the matters entrusted to their care, the committee have arrived at the following conclusions, and on each point by unanimous votes.

1st. That the bad debts already made and likely to occur on the bills and stocks now held by the bank, cannot in any human probability exceed the sum of \$400,000, and may fall far short of that amount, against which the bank has a contingent fund of \$550,000 set apart from former earnings, and also standing to the credit of profit and loss the sum of \$218,273 76 (the earnings of the last six months) making an aggregate of \$768,273 76.

2d. That for the purpose of relieving in future the bank statements of the unproductive items which form the above amount, the committee deem it advisable and recommend

that the same, to wit: \$400,000, be charged to contingent fund, and also that the balance remaining at the credit of profit and loss be transferred to the credit of contingent fund.

3d. That the conduct of the officers throughout the investigation has been such as to command the respect and gain the confidence of the committee, which they deem it a duty to make known to the stockholders.

All of which is respectfully submitted.

JOHN W. ASHMEAD,
JOHN J. M'CAHAN,
THOS. CAVE,
CHARLES S. RICHE,
RICHARD S. SMITH,
JAMES EVANS,

Lancaster, Pa.
HENRY WELSH,
Committee.

Philadelphia, November 12, 1839.

Mr. John A. Brown, then offered the following resolutions which were read to the meeting and UNANIMOUSLY adopted, viz:

Resolved, That the report of the investigating committee is satisfactory to the stockholders.

Resolved, That the report completely silences many of the false rumours that have been industriously circulated in the community in relation to the Girard Bank, and vindicates the soundness of the institution, and the integrity of its officers.

Resolved, That the thanks of the stockholders are hereby tendered to the members of the committee, for the laborious and impartial manner in which they have discharged the duties assigned to them.

Resolved, That the proceedings of the stockholders, together with the report of the committee of investigation be published in all the daily papers.

Mr. Henry Horn then submitted the following resolution, which was adopted, viz:

Resolved, That a committee of nine be appointed by this meeting, to prepare a ticket for directors of this bank, to be supported by the stockholders, at the approaching election.

Whereupon, Messrs. John A. Brown, Henry Horn, Thos. P. Hoopes, James Harper, Simeon Toby, John W. Ashmead, Richard D. Wood, James Evans, (of Lancaster) and Daniel M. Brodhead, were appointed said committee.

The meeting adjourned.

JOHN R. VOGDES, Chairman.

HENRY WELSH, Secretary.

MEETING OF THE STOCKHOLDERS OF THE SCHUYLKILL BANK.

At a meeting of the stockholders of the Schuylkill Bank, called and held according to law, at the banking-house, in the city of Philadelphia, on the 5th day of November, 1839, SAMUEL BADGER, Esq., was called to the chair, and A. G. Waterman appointed Secretary.

Sundry Statements, exhibiting the condition of the Bank, were presented and read.

On motion of Mr. Meredith, (motion made at the request of the directors and officers) it was ordered, that the chair do now appoint a committee of three stockholders, to examine and report upon the state of the Bank, to an adjourned meeting of the stockholders to be held on Tuesday next.

The chair appointed Elijah Vansickle, Robert Flemming, and James Le Fevre a committee.

On motion, the statement of the Bank, and other papers relating thereto, were referred to the committee.

The meeting adjourned to Tuesday, 12 M.

TUESDAY, 12 M.

Stockholders met agreeably to adjournment of the 5th.

The minutes of the preceding meeting having been read and approved, the following report of the committee was presented and read:

The committee appointed at the annual meeting of the stockholders of the Schuylkill Bank, held at the banking house on the 5th of November, instant, to whom were re-

ferred the statements and papers then submitted by the directors, and who were further directed to make an investigation of its affairs—report: That since their appointment, they have carefully attended to the performance of the duties assigned them. In this, the officers and directors afforded every facility to the committee, who, having had all the books of the Bank thrown open to their investigation, (except the ordinary private accounts of individuals) without interference or attempt at control, are thus enabled to state the result from personal examination. The committee first examined the statement of the directors submitted on the 5th inst. item by item, and found the same to be a true and just exhibition of the condition of the affairs of the Bank. The committee further report, that the statement of the temporary causes, made by the directors, which have unjustifiably tended for the moment to shake public confidence in the institution, is just, fair, and impartial. With a view to test the question of the solvency of the Bank, the committee carefully examined into the condition of its loans, and they have the satisfaction to state that they believe them to be as safe and as well secured as those of any other Bank. This remark applies as well to business as to accommodation paper, the only difference in the two classes, being that the payment of the latter must of necessity be postponed for a longer period than that of the former. But in order to effectuate as early a liquidation as possible of accommodation paper, the Board of Directors have lately required a reduction of ten per cent. every sixty days, which will rapidly, with other resources, replace the Bank in the control of a large part of its ordinary capital. The committee confidently state this, as a result; a special detailed statement in figures of the private indebtedness of individuals, would not be in place here, and is not expected. The committee made diligent inquiry into the position of the Bank in relation to its branch in the Schuylkill region; their personal knowledge on the subject is, of course, but limited, but aided by the reports and statements made in August last, as well as by the best information which the nature of the case permitted them to obtain, they are decidedly of opinion, that although a large amount of the loans made there, may, for some time, be inactive, yet but little loss is to be anticipated, as all the larger loans are secured by bonds and mortgages. Another subject which seems to have been made one of inquiry, was voluntarily submitted to the examination of the committee by the officers and directors of the Bank, who, by resolution, in the following words—resolved “that the committee of investigation be invited to examine the private accounts of the directors and officers of this Bank, in order to ascertain the amount borrowed by them from the Bank”—threw open their private accounts with the Bank on its books; it appears that the whole of them together only amount to about the sum of \$80,000, most of the loans being on business paper, and appertaining to each individual, comparatively small, from the nature of their business, and the value of their accounts.

In conclusion, the committee have not, after research, had occasion to find fault either with the management of the officers and directors, or to doubt the stability, safety, and security of the institution; they recommend the course of reduction on loans adopted by the directors, to be persevered in, and have no reason to doubt the very early attainment of the true position of the Bank, its restoration in the confidence of the community, and its security to the stockholders. The causes which have led to rumor and misapprehension have been hitherto fully and truly explained; but better information has removed these sources of mistake.

The committee, as the result of their examination and deliberation, recommend the Bank and its management to the confidence of its stockholders.

All of which is submitted, together with the resolution hereunto annexed, by

E. VANSYCKEL,
ROBT. FLEMMING, } Committee.
JAS. LE FEVRE,

Resolved, That the stockholders approve of the report of the committee, and have full confidence in the integrity and management of its affairs by its officers and directors, as well as in the soundness of its condition.

On motion, the report was accepted, and the resolution accompanying it adopted unanimously.

Resolved, That the proceedings be published.

Adjourned. SAML. BADGER, Chairman.

A. G. WATERMAN, Secretary.

Governor Porter's Reply

To the resolutions passed at York, Pennsylvania. (See page 283.)

HUNTINGTON, October 31, 1839.

To Messrs. Jacob Spangler, Jacob B. Wentz and Israel Gartner.

Gentlemen—I have been honoured with the receipt of your letter of the 21st inst. enclosing the resolutions adopted at a public meeting held by the citizens of the borough of York on the 16th of October. The two principal resolutions are 1. that the Governor be respectfully requested to convene the Legislature at an early day, and 2, that this meeting respectfully suggest to his excellency the propriety of recommending to the Legislature the creation of a state debt of two millions of dollars, bearing an interest of two per cent. per annum; and that the banks of the commonwealth be permitted to issue notes of the denomination of one, two and three dollars to the amount of said loan taken by them.

The high respect I entertain for the gentlemen composing this meeting, some of whom have been long known and honoured with places of trust and confidence by their fellow citizens, has induced me to give to their recommendations and suggestions the most careful and deliberate consideration.

I am deeply impressed with the difficulties in all our financial operations, produced by the sudden and unexpected suspension of specie payments by the banks. It cannot be doubted or denied, that the act on the part of these institutions, connected with recent occurrences of a similar kind has not only disturbed and deranged our monetary condition, but has shaken in no slight degree, the confidence of the people in the banking system itself, or at least, in the manner in which its operations have been conducted. Unhappily the weight of immediate embarrassment has mainly fallen on the poor and the industrious—the individuals least able to bear it, while those persons possessed either of credit or of money, have been subject to little real inconvenience. In this state of things, I feel as anxious as any citizen can feel, to extend all the aid in my power, to relieve those who endure the hardships of our present situation. I cannot however bring my mind to the conclusion, that this object would be promoted by convening the legislature earlier than the period fixed by the constitution.

On a subject so vitally important to the people as that of the currency, crude and hasty legislation, should be sedulously avoided. Experience alone is a safe guide. It would be almost impossible to find an instance in the history of governments, where sound and salutary laws have had their origin in *panics* and agitations. When legislators take counsel from excitement or apprehension, reason and experience are seldom consulted. Temporary expedients are resorted to which are as likely in their ultimate tendency to increase the evil complained of, as to correct it—and in the end, the same work remains to be done, that might have been accomplished upon due reflection at the beginning. These principles are so plain and obvious, that perhaps no person can be found in the community to controvert them—and they have been, and will continue to be, the principles by which my course is regulated.

Without entering into the details of the mode pointed out in your resolutions, or of any other mode suggested to supply the existing deficiency of small change, it will be enough to remark that the suspension of specie payments is so recent—the inconvenience we suffer so little understood, and so dependent on fluctuating circumstances, as to render it extremely difficult if not altogether impracticable, to form a more accurate estimate of it, than first impressions only supply.

It may be proper for me to add, that I feel extremely unwilling to incur the public expense and to put the members

of the legislature to the personal inconvenience of attending an extra session, unless such means be demanded by the most imperious requisitions of official duty. For the reasons above stated I do not conceive the present to be an occasion calling on me to adopt this course, and I must therefore, with the utmost respect for my fellow citizens of York who composed this meeting, decline to acquiesce in its well meant suggestions.

I am with great respect,
Your humble servant,
DAVID R. PORTER.

From the Louisville Journal.

Kentucky—Her Financial Concerns.

The following communication recently made from the Executive Department of Kentucky to the Comptroller of New York, gives an accurate and full statement of the resources and liabilities of this state. Nothing surely could be more entirely satisfactory to capitalists. The present actual debt of Kentucky on bonds already issued is but \$694,100, while the annual income from her sinking fund is now over \$200,000. The profits of her public works when finished will probably swell this annual income to over \$500,000.—To complete her works will probably swell her debt to about \$4,000,000. With an annual income of \$500,000, a debt twice as large as hers will probably be no very frightful affair. We omit as immaterial that part of the letter below which relates to re-imbursing the principal of the state debt.

STATE OF KENTUCKY.

EXECUTIVE DEPARTMENT, }
Frankfort, October 30th, 1839. }

Sir—In compliance with the request contained in your letter of the 8th inst. addressed to His Excellency, the Governor of Kentucky, I herewith inclose you the information desired.

The total amount of stock issued is \$4,635,000. The rate of interest upon \$3,385,000, is five per centum per annum; and upon \$1,250,000 the balance thereof, six per centum per annum. The interest upon the whole amount issued is payable semi-annually; upon \$1,150,000 the interest is payable at the Bank of Kentucky at Louisville—upon \$1,100,000 at the Northern Bank of Kentucky at Lexington—and upon \$2,385,000 in the city of New York. I will here remark that for the bonds issued to the banks, the state owns \$2,000,000 of their stock, which should be deducted from the aggregate amount of the indebtedness of the state; and that the bonds issued to the sinking fund and board of education amounting to \$880,000, is a debt due from the State Government to itself, and should also be deducted, which will leave the debt of the state \$1,765,000, to meet which the state owns including that held in the name of the Sinking Fund and Board of Education, \$1,070,900 of stock in the Banks of Kentucky, exclusive of the \$2,000,000 above mentioned; which deducted from the above amount (\$1,765,000) leaves only an actual debt of the state to be liquidated by the future operations of the Sinking Fund of \$694,100. No place is designated upon the face of the bonds for the transfer of the stock.

Two millions of the above stock was issued to the Bank of Kentucky, and Northern Bank of Kentucky—\$1,000,000 to each bank in payment of a like amount of stock taken by the State in said banks; \$2,635,000 the balance was issued for the purposes of internal improvement.

The first issue of stock was made by the state, 18th April, 1835.

The State pays the interest upon all the stock issued.

No direct tax is levied to pay the interest upon State bonds. The loans were made on pledges of specific objects for the payment of both principal and interest. In the creation of a Sinking Fund the following auxiliary means have been provided as permanent and pledged resources for the payment of both principal and interest of the debt incurred for purposes of internal improvement, to wit:

The annual bonus of fifty cents on each share of the capi-

tal stock of the Bank of Kentucky, Northern Bank of Kentucky, and the Bank of Louisville.

Dividends on the bank stock owned by the State, in the Bank of Kentucky and the Northern Bank of Kentucky.

Dividends on the bank stock owned by the commissioners of the Sinking Fund in the Bank, Northern Bank of Kentucky and the Bank of Louisville.

All premiums on sales of State script.

Dividends on the stock of the state in turnpike roads and bridges.

All the dividends arising from the slack water navigation, and the rents of the water power.

The entire profits of the commonwealth's Bank.

Proceeds of State stock in old Bank of Kentucky.

Profits of the state arising from the Penitentiary.

Excess in the Treasury of the state over \$10,000 of each current year.

All of which yields an annual income of more than \$200,000, the residue of which after the payment of the interest upon the State debt, is periodically invested by the commissioners of the Sinking Fund in safe and profitable stocks for the benefit of the fund.

The bonds are transferable by the order or assignment of the holder endorsed thereon.

The aggregate valuation of the real and personal property of the state is \$275,000,000.

The returns already amount to \$274,583,402; all have not yet been received, but the Auditor assures me, that it will, when the returns are complete, at least reach the amount named.

That you may more fully understand the financial condition of the State and the provisions made for liquidating the public debt allow me to refer you to the documents sent to the Executive of your State last spring, and a letter of mine published in the Courier & Enquirer of the 10th inst.

I have the honour to be

Your ob't. humble servant.

J. M. BULLOCK,
Secretary of State.

CIRCULAR.

At a convention of the Safety Fund Banks, held pursuant to notice at the American Hotel, in the village of Auburn, on Friday the 8th day of November, 1839: Hon. Wm. M. Oliver was appointed Chairman, and N. T. Williams, Secretary.

The following banks were represented, viz:

New York State Bank, Albany, by A. D. Patchin.

Bank of Troy, by John Paine.

Otsego County Bank, by Robert Campbell.

Madison County Bank, by Wm. K. Lothrop.

Commercial Bank of Oswego, by L. Beardsley and U. G. White.

Lewis County Bank, by Wm. M. Oliver.

Bank of Salina, by M. W. Bennett.

Onondaga County Bank, by J. Wilkinson.

Bank of Auburn, by James S. Seymour.

Cayuga County Bank, by George B. Throop.

Bank of Ithaca, by T. P. St. John.

Tomkins County Bank, by N. T. Williams.

Chemung Canal Bank, by L. Covill.

Yates County Bank, by Wm. M. Oliver.

Wayne County Bank, by J. B. Fenton.

Bank of Orleans, by F. Clark.

Commercial Bank of Buffalo, by J. Stringham.

City Bank of Buffalo, by Lewis Eaton.

Steuben County Bank, by Wm. M. Oliver.

Bank of Buffalo, by H. Pratt.

Bank of Chenango, by W. M. Conkey.

On motion of Mr. Throop, Resolved, That a Committee of six be appointed to report a plan for carrying out the object of this meeting.

The Chair appointed the following, viz: Messrs. Throop, Beardsley, Campbell, Eaton, Bennett and Covill.

The Committee reported the following:

Resolved, That G. B. Throop, Robert Campbell, L. Beards-

ley, L. Eaton, and W. M. Oliver be a Committee to arrange for and establish with a bank at Albany or Troy, an Agency for the redemption of the bills of the Safety Fund Banks here represented, and such others as assent to this arrangement.

That said Committee continue the present Messenger, to make his trips from Albany to Buffalo, every alternate week.

That each bank assort, count up and label, the bills of the several Banks sent to the Agency Bank, in their packages.

That the Agency Bank so to be established, seal up the bills and notify each bank by mail, immediately after the arrival of the Messenger, of the amount of its notes then on hand for redemption.

The bank so notified, shall redeem its bills so sealed up, at the end of sixteen days from the time of sealing, by draft or funds, current in Albany.

The packages of bills so redeemed, shall be returned to the respective banks by the Messenger next after such redemption or payment.

The day of sealing up shall always be on Saturday, and the day of Redemption on Monday after the return of the Messenger.

Any other bank or individual may deposit bills of the associated banks, to be sent home for redemption as aforesaid, at the risk of the depositor, he paying 1-4th of one per cent. towards defraying the expenses attending the Agency and Redemption.

The Banks shall keep up the system of redemption, by exchanging with each other, and adjusting balances, as heretofore recommended by the Committee of the Safety Fund Banks.

Resolved, That the banks under the General Banking Law, be invited to participate fully in the above arrangement, and subject to a proportionate part of the expense—that in case of a refusal, their notes be sent by the associated Banks to the Agency, and returned home for redemption, and that the Agent in Albany be authorized to receive from others, and send home for redemption, packages of their notes, at a charge of 1-4th of one per cent. at the risk of the owner.

A. D. Patchin, Esq., Cashier of the New York State Bank, having offered to take the Agency,

Resolved, That the Agent for conducting the business contemplated by these proceedings, be the New York State Bank in the city of Albany, and that one tenth of one per cent. upon the amount sent by each bank for redemption, be allowed for conducting the business.

WM. M. OLIVER, Chairman.

N. T. Williams, Secretary.

Attest, A. D. Patchin, Cashier.

TRADE AT ALTON.

Account of the principal exports from Alton, from Sept. 1, 1838, to Sept. 1, 1839, with which we have been furnished by a gentleman whose accuracy may be relied upon:—

140,177 bushels corn, at 45 cts. -	\$63,079 65
28,437 do. oats, at 31 " -	8,815 47
3,000 do. wheat at \$1.00 -	3,000 00
2,868 barrels flour, at \$6.00 -	17,208 00
33,100 pounds butter, at 12 cts. -	3,972 00
59,400 do. hides, at 9 cts. -	5,346 00
10,124 barrels pork, at \$15.00 -	151,860 00
426,800 pounds bulk pork, at 7 cts. -	29,876 00
2,391,694 do. bacon, at 8 cts. -	191,335 52
488,300 do. lard, at 8 cts. -	39,064 00
2,580 barrels beef, at \$14.00 -	36,120 00
7,103,500 pounds lead, at 4½ cts. -	337,416 25
	\$887,192 89

In addition to the above, a large amount has been exported in beans, onions, apples, and a great many other articles of produce.

Number of hogs killed in Alton, in the winter of 1838 and '39, 29,167

Number of cattle, 860

Only one of the flouring mills has been in operation the past year, and that only part of the time. Two are now in

full operation, and can turn out 160 barrels per day. The export of flour the ensuing year from the mills in Alton, and those in the interior, cannot fall short of 35,000 barrels.

The following is the number of steamboats which arrived at Alton from Sept. 1, 1838, to Sept. 1, 1839:—

From the Ohio river, including the Tennessee, Cumberland and Wabash, -	-	-	-	-	151
From New Orleans, -	-	-	-	-	87
" St. Louis, -	-	-	-	-	447
" the Upper Mississippi, -	-	-	-	-	294
" " Illinois, -	-	-	-	-	201

[Alton paper.

1,180

BANK OF ENGLAND.

Quarterly average of the weekly liabilities and assets of the Bank of England, from the 23d of July to the 15th of Oct. 1839, both inclusive, published pursuant to the Act 3 and 4, William IV. cap 98.

Liabilities.		Assets.	
Circulation	£17,612,000	Securities	£24,939,000
Deposits	6,734,000	Bullion	2,525,000
	£24,346,000		£27,464,000

Downing street, Oct. 18, 1839.

The return is more unsatisfactory than any which has preceded it. The bullion continues to flow out of the Bank's coffers, which cannot now contain more than two millions sterling. The return shows a reduction in the circulation of £348,000, in the deposits of £1,047,000, in the securities of £997,000, and in the bullion of £291,000.

Official returns connected with the export of gold and silver are in the hands of some of the leading city merchants, which, as their accuracy is not to be disputed, must lead to some very remarkable conclusions. These returns extend over a period of ten months, being from the 1st December, 1838, to the 30th September, 1839.—The following is the return alluded to:

Gold.

British coin	307,336 ounces.		
Foreign	110,278		
Bullion	325,634		
	783,141, or, at £4		£3,132,562

Silver.

British coin	797,943 ounces.		
Foreign	8,255,780		
Bullion	3,405,410		
	13,459,133, or, at 5s.		3,114,783

£6,247,375

London, Oct. 20.

It is said that at the weekly meeting of the Board of Directors of the Bank of England on Thursday, it was resolved to adopt more stringent measures in regard to discounts than those heretofore acted upon; the directors being now more than ever convinced that the unfavourable state of the exchanges and the consequent drain upon their coffers for gold, can only be checked by keeping money dear and scarce.

☞ See statement of 19th Sept. page 268.

A regular blow up.—On Thursday last a blast was made at the quarry of Messrs Leiper, Hill and Burk, in Quarryville, Delaware, which threw out a rock measuring 56 feet in length, 20 in width and 12 in depth; which, from the measurement, would weigh about 1049 tons. The quantity of powder used was three kegs. The quarry is under the superintendence of Mr. John Burk.—*Upland Union.*

A company has been organized at Quincy, Illinois, for the purpose of manufacturing silk. The capital stock is \$10,000, in shares of \$50 each, and was immediately taken.

We are indebted to an unknown friend for the "Evening Mail," of September 27, a considerable portion of which is devoted to extracts from the Bombay Times, furnishing various information relating to the Opium and Tea trade between that country, China and England—from which the following article is extracted:—

Trade between England and China.

BOMBAY TIMES, May 23.

We would by no means be considered to advocate or defend the trade in this article, nor can we approve of a government trusting to it, as ours has done, as a means of revenue, while possessing exclusive control neither over its production nor consumption. Without doing either, we would beg to show the great importance of the opium trade, by pointing out a few of the most prominent interests affected by it, and the immense changes that must result from its suppression changes, for which, we fear, neither the government nor many of our merchants were quite prepared, and both of whom these events in China must now exceedingly embarrass.

1. As a source of revenue, and deeply, we may remark, is it to be regretted, that so precarious an article ever became one, or has been, trusted to with such uncalculating certainty.

The two sales of opium at Calcutta for 1836-1837 and 1837-1838, amounted to gross 39,439,695 rupees, and, deducting 300 rupees per chest for the cost of production, and the opium bonus of about 28 lacs, left a net revenue to the Bengal Government of about 26,000,000 rupees, or 2,609,000*l.* sterling.

In Bombay, in the same years, the revenue derived by government has amounted to 3,592,500 rupees, or 359,250*l.* sterling.

2. From the subjoined statement it will be seen what a large portion of the silver bullion imported into India has been supplied by China, almost entirely owing to the opium trade. We believe, indeed, that the only silver to any amount received at this mint for coining during some years past, has come from China. Of the total amount of treasure imported into Bombay, including that from all the subordinate ports of the presidency, during the two official years of 1836, 1837, nearly three-fourths have come from China, and the proportion at Calcutta, of the total import there, appears little short of one half, also from China.

3. Territorial Remittance.—At the expiration of their tea monopoly, the East India Company appointed financial agents at Canton for the annual remittance to England of a portion of the revenue of India. These remittances are now made by advances on bills of exchange secured by consignments to England of India and China produce hypothecated to the East India Company, and a certain amount is annually allotted to each of the presidencies of India and to Canton. At Canton during the last two years the amount has been 1,000,000*l.* advanced, by the Company's financial agent there, to merchants in China, against shipments of tea and silk to England. This money these agents do not receive from the Indian Government in silver, but from the merchants in China, the sellers of the opium and cotton from India, who pay the dollars to the Company's agents, receiving from them bills on the Government of India, and which are then remitted to this country in return for the goods exported. Nor is this the sole extent of the assistance given by the Indian trade to commercial operations in tea and other produce in China. It will be seen, by the subjoined statement, that the excess in value of the goods exported to China over the return imported at Calcutta and Bombay in the two years 1836-37 and 1837-38 amounted to 52,816,184 rupees, or 5,281,618*l.*, all of which would be invested in China produce, partly as above, through the East India Company's financial agents, some amount perhaps in shipments for parties in this country, and partly by the purchase of bills on England sold in China, against shipments, under letters of credit or otherwise, for England, America, and other countries. These bills on England are then remitted to India to parties in return for the proceeds of sales on their account in China, and are again sold here, in this way often

greatly facilitating the remittances from India to England for the British goods sold in this country.

4. General Trade.—To give some idea of the immensely valuable trade of China, we avail ourselves of a statement published by the Canton Chamber of Commerce. The amount of the British trade alone at Canton from the 1st of July, 1837, to the 30th of June, 1838, is estimated, the exports at 24,785,462 dollars, and imports at 22,014,700 dollars together 46,800,162 dollars, or, at 5*s.* per dollar, 11,700,040*l.* sterling.

Of the above exports the value of the treasure alone amounts, of gold to 819,334 dollars, or 204,286*l.*; and of silver to 8,155,392 dollars, or 2,038,848*l.*; together to 2,243,134*l.* sterling in one year, while the import into China of treasure in British ships in the same period amounts to only 187,858*l.* sterling. Of tea, the exports from China in the same period is valued at 11,561,576 dollars, or 2,890,894*l.* and when it is kept in view that this quantity of tea will yield a net revenue to England of fully 3,000,000*l.* sterling, the value of this trade is still more striking. Besides this, the export of raw silk amounts to 1,776,528 dollars, or 444,182*l.*, of which fully 300,000*l.* goes direct to England; while the value of the imports of British manufactures, cotton, yarn, and metals, appears by the same statement of 1838, to amount in all to only 2,480,446 dollars, or 620,114*l.*, showing the extreme importance to the commercial operations between England and China of the Indian trade; the cotton, which in the same statement is valued at 5,563,124 dollars, or 1,640,781*l.*; and the opium at 13,504,630 dollars, or 3,376,157*l.* From these few facts alone it must be acknowledged that the sudden derangement which has now occurred in the trade with China is fraught with consequences the most serious, and which, allowing the immediate loss and distress occasioned to numbers to be mitigated by the assurance of indemnity on the part of the British Government, it will take many years, we fear, to remedy, while the loss to Bombay will be long severely felt.

Neither in principle, propriety, nor expediency, can the trade in opium be defended. But the Government of India, with the sanction of the British Parliament, have fostered and encouraged it, well aware of its character, and on both have all parties a claim of reparation and protection for the loss which must now result. An error was committed in allowing the unlimited productions of an article which could be disposed of only by contraband means, under a seeming, but vain and delusive belief, that there was no limit to its consumption, or that the Chinese Government had neither the will nor power, nor virtue to suppress it. It is, no doubt, to the enormous increase of exportation in the two last seasons that all which has just occurred in China is to be attributed.

As, at the gaming-table, a few have immediately given up the practice when they had been particularly successful, so, in the opium trade, several instances have occurred where individuals have acquired wealth, and at once retired from trade. We allude not to such, but we question if many individuals who have for any length of time regularly traded, year after year, in opium, have, in the end, actually been much enriched by it.

These have often greatly deranged business and credit, but we trust that they are now about, for ever, to disappear from this market. The variety of disreputable transactions which, for some seasons past, have had place in this market, of the most reckless and gambling character, engaged in, too, by all classes and trades among the natives, have arisen from the large increase of the opium for sale. Once recovered from its present shock, we doubt not the capital of Bombay would soon find employment in other matters more tending to the prosperity of the presidency.

More difficulty will be found, we fear, in providing the means in China of so readily sending home, annually, the large quantity of tea and other produce for the supply of which England now looks to that country alone. One effect, perhaps, will be to confine the greater portion of the China trade to such individuals or public companies as have the capital proportioned to the lapse of time required for the returns.

Thus would the tea trade be placed on a more sure and stable footing than it has been since the establishment of the Company's monopoly.

The period between the despatch of funds and the receipt of the returns is now much shortened by the overland conveyance; hence may we look for a fresh impetus to our steam communication with the Red Sea, and Bombay may yet, in this way, reap equal advantages to those she now loses in another.

From the New Haven Herald of Monday Evening.

Oyster Day.—The law limiting the time for taking oysters in the waters emptying into our harbour, expired this morning, and the usual scramble took place to obtain the spoils. The principal oyster bed is in the Quinipiac or Fair Haven river, and the sight there was curious to see. Upwards of 400 boats, of all sorts and sizes, from the smallest wherry to a 60 foot lumber scow, were in motion, and the oyster tongs flew like the spoon of a hungry Dutchman at his supawn and milk. It was astonishing to see the piles of oysters that were brought up.

The location of the bed is near the centre of the village, extending about a mile and a half up and down the river.—It was estimated to contain more than 30,000 bushels of oysters, most of which will be swept off this day and to-morrow, as with a besom of destruction. One of the fathers of the village, and a responsible man, remarked that the oysters on the bed were worth \$20,000, and that, if they could be secured to him, he would give \$15,000 for them. It is said that they are, this year, remarkably fine and prolific.

The Trade of Liverpool.—Number of vessels, with their amount of tonnage, reported inwards, at the custom-house, from the 25th Aug. to the 24th Sept. viz:—British vessels, 1028; tons, 161,538. Foreign vessels, 71; tons, 21,396.—Total vessels, 1099; tons, 182,934.

Vessels and tonnage entered the port of Liverpool in the months ending 24th Sept. 1838 and 1839:

1839 Liverpool	1099 vessels	182,934 tons
“ Runcorn	130 “	6,429 tons
	1229 vessels	189,363 tons
1838 Liverpool	1228 vessels	181,870 tons
“ Runcorn	173 “	8,847
	1401	190,917
Total decrease	172 vessels	1454 tons

The Anthracite Furnace.—It is no longer news to announce that the furnace is doing well; anxiety now manifests itself to know its improvement, its yield, capacity and power. It has been a matter of repeated inquiry, how much coal it requires to make a ton of iron. We have taken pains to ascertain with precision, the exact proportion required, and can now state, that on Wednesday last during the 24 hours, two tappings were made, which yielded 17,000 lbs. pig metal by actual measurement. During the same period the stack was fed with 24,000 lbs. of coal, which makes a yield of 7 33-56 tons of iron from 10 5-7 tons of coal, or less than 1 1-2 tons of coal to produce a ton of iron. We have every reason to believe that when roasted ore is entirely used, it will not require more than 1 1-4 tons of coal to the stack for a ton of metal. The amount requisite for the engine and the heating apparatus, will perhaps average one ton more, or 2 1-4 of coal to 1 of iron.

The average work of the furnace this month has been at the rate of 52 tons per week, and we may therefore calculate that every work of equal power which shall hereafter be erected, will create a consumption of about 7,000 tons of coal.

Miner's Jour.

Anthracite Iron Trade.—We chronicle this week, the first shipment of anthracite iron, from our borough. It is but a beginning, but in less than two years it will swell to great importance.—*Id.*

A Pick and Shovel Factory, is much needed in our vicinity. An immense number of these articles are used here, and the enterprise which would start a factory, would find an immediate home market, while our operators could be furnished at a cheaper rate than at present, as the expenses of the transportation of the materials down, and the manufactured article up again, would both be avoided.

As a proof of this, we may instance *Collin's Axe Factory*, in Connecticut. This establishment, as we learn, consumes about 5000 tons of Schuylkill Coal annually, which costs them delivered there from 7 to \$8 per ton, and the Juniata Iron which they use, costs them, \$105 per ton, and their manufactured articles are shipped to Philadelphia for their principal market. Now were their factory located here, coal could be obtained from 2 to \$2½ per ton, and the iron would cost \$10 per ton less, while at the same time they would be nearer to the Philadelphia market. This location therefore, in the articles of coal and iron alone, would save 25 to \$30,000 a year, independent of the advantages of a nearer market.

Why then cannot some capitalist take these facts into consideration: every boat coming up the canal is freighted more or less with the articles of picks, shovels, &c., which find a ready market here. It is well worthy of attention, and such an undertaking could not fail to prove extremely lucrative to those engaged, and convenient to the operators of our region.—*Pottsville Journal.*

The Age of Steam.—There are in our county, twenty-four steam engines, which are all with two or three exceptions, now in operation. The following list will show the purposes for which they are employed,—16 out of the 24 have been made in our borough, at the works of *Haywood & Snyder.*

For Mining Coal,	13
For Steam Mills,	4
For Cupolas,	3
For Boat Building, &c.	1
For Iron Furnaces,	2
For Rail Road purposes,	1
	—24

The Lottery System.—The state of Maryland has derived a revenue of upwards of twenty-five thousand dollars, the present year, which will terminate with the present month, by virtue of her lottery system. Messrs. D. S. Gregory & Co. of the state of New York, having taken all the contracts, for which they have hitherto paid \$15,000 per annum, and by their agents through the country, disposed of the tickets. There are forty-three lottery offices within the state of Maryland, forty of which are located in this city, which are licensed by the lottery commissioners, and, for each license \$250 are paid; exhibiting an aggregate of \$10,750, which, added to the previous \$15,000, presents the total revenue for the year, of \$25,750. The contract for the coming year will be at an advance of 16 per cent. on the last, making the amount

Assuming the same number of licenses to continue, - - - - - 10,750

Revenue from lotteries for 1840 - - - - - \$28,250

The foregoing affords a subject, to those who may feel competent to the task, and choose to avail themselves of it, to enter learnedly and profoundly into the merits of such a legal measure and its effects on the morals of a community.

Luford's Price Current.

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Penny Postage.

A friend has furnished us with the following act relating to Penny Postage in England, which we do not recollect to have seen published in this country, although the plan of Mr. Hill has often been alluded to. The parts in brackets appear to be remarks in elucidation. In this country where so much use is made of the post-office as a medium of intercourse, it is highly desirable that the price of postage should be as much reduced as possible. How far the English system would be applicable to this country must be decided by those more conversant with the subject than we are. As our government has sent a special agent abroad to obtain information, no doubt some favourable changes will be made in the present system.

An Act for the further regulation of the duties of Postage.

Whereas it is expedient that the present rates of inland postage on letters should be reduced to one uniform rate of a penny, charged on every letter of a given weight, to be hereafter fixed and determined, with a proportionate increase for greater weights; Parliamentary privileges of franking being abolished, and official franking being strictly regulated, and Parliament pledging itself to make good any deficiency of revenue which may be occasioned by such alterations of the rates of existing duties.

[This preamble affirms the principle of Mr. Rowland Hill's plan of uniform penny postage, which is, that all letters passing through the post-office shall be charged one penny for each half-ounce, to be paid in advance, by means of stamps, of three sorts—small adhesive stamps, stamped sheets of paper or stamped covers.]

And whereas it is expedient and necessary to give by law a temporary authority to the Lords of Her Majesty's treasury to take the necessary steps to give effect to such reduction, and to make orders and regulations for the same; which reductions, orders and regulations shall have force and effect to the fifth day of October, one thousand eight hundred and forty, and no longer.

1—*Treasury may alter rates of postage.*

Be it therefore enacted, by the Queen's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and commons, in the present Parliament assembled, and by the authority of the same, that it shall be lawful for the Lords of the Treasury from time to time, and at any time after the passing of this act, by warrant under their hands, to alter, fix, reduce or remit all or any of the rates of British or inland or other postage payable by law on the transmission of post letters, and to subject such letters to rates of postage according to the weight thereof, and a scale of weight to be contained in such warrant (without reference to the distance or number of miles the same shall be conveyed,) and to fix and limit the weight of letters to be sent by the post, and from time to time by warrant as aforesaid, to alter or repeal any such altered or reduced rates, and make and establish any new or other rates in lieu thereof; and from time to time, by warrant as aforesaid, to appoint at what time the rates which may be payable are to be paid—that is to say, whether on posting the letter or on the receipt thereof, or at either of those times, at the option of the

sender: Provided always that all such warrants shall be inserted in the London Gazette ten days at least before coming into operation, and shall within fourteen days after making the same be laid before both houses of Parliament (if then sitting,) or otherwise within fourteen days after Parliament shall meet.

[The Treasury before the passing of this act, had full powers to make reductions of postage to any extent. By 1 Vict. c. 76, "the postmaster-general may, at any time, with the consent of the Lords of the Treasury, reduce all or any of the rates of postage on colonial and inland letters, and any other British postage, to such extent as the Lords of the Treasury shall from time to time direct." The Treasury, by the present act, obtains power to change the mode of levying postage, (which mode fixed the rates of general post letters according to the distance they were carried, and according to the number of pieces of paper of which the letter was made up,) to make the rate uniform, and to graduate the charge by weight. How much weight the Treasury will direct the post-office to carry for a penny, will be settled by the Treasury warrant. Mr. Hill proposed half an ounce for a penny; and this scale will most likely be adopted in the first instance at least. It was scarcely necessary to obtain powers to enforce the payment of the postage in advance, because the power of doing so already exists, by 1 Vict. c. 34. 92, which enacts that "in all cases in which it shall be so required by the post-office acts, or by any regulations made by the postmaster-general in pursuance thereof, the postage shall be paid by the sender on delivering the letter to the post-office." It is not unlikely that the Duke of Richmond's suggestion of making payment in advance optional in the first instance, until the public are accustomed to the new plan will be adopted. At the same time, letters paid beforehand, should, and most likely will, go cheaper than those paid on delivery. And this regulation is founded in justice, because the cost of management on a paid letter will be less than on an unpaid letter. Thus a half-ounce pre-paid letter will pass for a penny, whilst one unpaid will be charged two pence or more.]

2—*Rates to be charged by Postmaster-general.*

And be it enacted, That the rates of postage from time to time to be altered or reduced and fixed by any such warrant, shall be charged by and be paid to Her Majesty's postmaster-general for the use of Her Majesty, on all post-letters to which such warrant shall extend.

3—*Treasury may suspend power of franking.*

And be it enacted, That it shall be lawful for the Lords of the Treasury, by warrant under their hands, to suspend wholly or in part any Parliamentary or official privilege of sending and receiving letters by the post free of postage, or any other franking privilege of any description whatsoever, as well under an act passed in the first year of the reign of Her present Majesty, intitled, "an act for regulating the sending and receiving of letters and packets by the post, free from the duty of postage," as under any other act or acts of Parliament now in force, and to make such regulations for the future exercise of official franking as they shall think fit: Provided also, That every warrant to be issued by the Lords of the Treasury for the suspension of the Parliamentary privilege of franking, shall be inserted in the London Gazette ten days at least before coming into operation, and shall within fourteen days after making the same, be laid before both houses of

Parliament (if then sitting) or otherwise within fourteen days after Parliament shall meet.

(The abolition of franking formed no part of Mr. Hill's plan. A resolution recommending its abolition was proposed by Lord Lowther, and carried unanimously by the select committee of the House of Commons. From what the Chancellor of the Exchequer and Mr. Baring said on the subject, in the House of Commons, it is most likely that the privilege of transmitting Parliamentary petitions and public "bills" free of postage, will still be preserved.)

4—Treasury may regulate twopenny and penny posts.

And be it enacted, That it shall be lawful for the Lords of the Treasury by warrant under their hands, and inserted in the London Gazette ten days at least before coming into operation, to suspend wholly or in part the regulations and privileges established and given by law in respect of letters sent by the twopenny post in London and Dublin, and also by any penny post, and in respect of any other letters which may be now sent by the post at a low or reduced rate of postage or free of postage, and to declare and direct that all and every or any of such post letters shall be charged and chargeable with the like rates of postage as any other letters transmitted by the post, or to make such other regulations in respect thereof as in any such warrant shall from time to time be expressed.

[The twopenny and penny posts transmit letters under four ounces weight for 3d. or 2d. or 1d. in different places, according to certain post-office acts. The new plan of uniform penny postage will raise the postage of letters above half an ounce weight, circulating in the penny and twopenny post districts. Thus, under certain acts, any letter, not exceeding four ounces, sent from London to Woodford, 13 miles, would cost 3d. If a letter weighed four ounces, and were sent to Epping, two miles beyond Woodford, it would cost 6s. 3d. By the new plan, half an ounce letter would go either to Woodford or Epping for a penny, and a four ounce letter to either place for eightpence.]

5—Stamped covers.

Provided always, and be it enacted, That it shall be lawful for the Lords of the Treasury, by warrant under their hands to be inserted in the London Gazette (which warrant may be rescinded, varied or altered as they shall from time to time think fit,) to direct that letters written on stamped paper, or enclosed in stamped covers, or having a stamp affixed thereto (the stamp in every such case being of the value or amount in such last mentioned warrant to be expressed and specially provided for the purpose, under the authority of this act,) shall, if within the limitation of weight to be fixed under the provisions of this act, and if the stamp have not been used before, pass by the post free of postage; and also to require that every letter sent by the post shall, in cases to be specified in any such last mentioned warrant, be written on such stamped paper, or enclosed in such stamped cover, or have such stamp as aforesaid affixed, or that in default thereof, or in case the stamp on which any letter shall be written, or the stamp on the cover in which it shall be enclosed, or to which it shall be affixed, shall be of less value or amount than in such warrant shall be expressed, or shall have been used before such letter shall be charged and chargeable with such rate of postage as such warrant shall direct.

[This clause empowers the Treasury to issue any or all of the three kinds of stamps proposed by Mr. Hill, or any other stamps whatever. The public will soon determine which is the kind most suitable to its convenience; and it is to be hoped that the Treasury will take its course in this matter for the good of the public at large, and be guided by Mr. Hill's plan, and the Duke of Wellington's advice, to follow the plan "exactly," as being most likely to succeed, and not the misrepresentations of the paper makers and stationers on the one side, and Mr. Dickenson on the other. The case is so clearly stated by "One of the Public," in the Morning Chronicle of August 17, as to warrant the insertion of a part of the letter here.

"To promote public convenience in the most effectual manner, three kinds of stamps are proposed:

1st. Stamps to be struck on paper of any kind and size, which the public (of course including paper makers and stationers) will be at liberty, but under no compulsion whatever, to send to the stamp office.

2d. Small adhesive stamps, which may be attached, either before or after the letter is written, to paper of every kind and size.

3d. Stamped covers; that is, stamps struck on pieces of paper about the size of half a sheet of letter paper, in which letters may be folded, or of which the stationers may manufacture envelopes.

Government not to deal in the first kind of stamps at all.

Government to be supplied with the second and third kinds by contract (such contracts being open to the whole trade,) and again to supply them to the public (in quantities only,) charging the same price, whether to postmasters, stamp distributors, stationers, or private individuals.

Government to allow a poundage on the small adhesive stamps, and to sell the stamped covers at cost price.

To require all postmasters to sell the small adhesive stamps at one penny each, but to leave everything else to the operation of the ordinary commercial principles; thus leaving the stationers to fix their own prices, not only on the stamped letter paper, but on the stamped covers and small adhesive stamps, if they choose to deal in them.

This arrangement has been attacked by certain of the paper makers and stationers, and as it manifestly contains nothing of which they can fairly complain, they begin by misrepresenting it. Thus, in their resolutions of the 8th July, they complain of the hardship of being compelled to purchase their stamped letter paper from a government office, instead of from the manufacturer and wholesale dealer, whereas the plan as already stated, allows them to send any paper they please to be stamped.

Again, they object to government supplying stamped covers, on the ground that it would create a monopoly. A monopoly is generally a bad thing, because it makes the article monopolized dear to the public, but the fear of the paper dealers is not that the covers should be too dear, but that they should be too cheap. Under the proposed arrangement the government would probably be able to sell the covers at the rate of eleven for a penny (exclusive of the stamp,) and the paper makers are therefore afraid that the retail stationers and the public should go to the government warehouses, rather than to their own. Besides, they fear that the thrifty, or poor man, should prefer writing on the cheap half sheet intended for the cover, rather than on the dear whole sheet, which the paper maker wants to supply. It is manifest, therefore, that the opposition of the paper makers is altogether selfish.

If the government were about to take from the paper makers any part of their trade, there would be some excuse for this selfish opposition to the public interest, but covers for post letters are not now used (except to a very limited extent;) they are an article now for the first time to be brought into existence, and if the government, with a praiseworthy regard to the public interest, propose not only to give to the people, cheap postage, but to the poor at least cheap letter paper also, and this without depriving any one of an advantage now enjoyed, who has a right to object? Certainly not the paper dealers, who will not only share the general benefit of cheap postage, but will enjoy the peculiar advantage of a greatly increased demand for the article in which they deal.

Indeed they are so well aware of the advantages which will result to themselves, that they were careful not to oppose the general measure, but only (modest and reasonable people that they are) to ask that the public may be deprived of the convenience of stamps, or at least restricted to the use of the small adhesive stamps, whether they like it or not, in order that they, the paper dealers, may swell their otherwise greatly increased profits by whatever they can extract from the poor man's pocket.

If the retail stationers understood their own interests, they would not join the paper makers in this unreasonable demand. The sale of the covers would to them be a source of considerable profit, and it cannot possibly be to their advantage to buy them at a dear market rather than a cheap one.

It is right also that the smaller paper makers should know the motives by which some of the larger manufacturers are probably influenced. One of the latter class stated as a reason for his opposition to the plan of cheap postage, that by increasing greatly the demand for paper, it would have the effect of raising the price of rags, and thus subject him to serious loss, he being under contract to supply large quantities of paper at a certain price.

There is one gentleman, Mr. Dickenson, who does not join the other paper makers in their opposition to Mr. Hill's plan, but who sets up one of his own. Being desirous of contracting to supply the government with stamped covers, Mr. Dickenson of course does not object to their use; on the contrary he proposes that we shall have stamped covers and nothing else. Like the worthy citizen of old, he stoutly declares 'there is nothing like leather.'

Accordingly, on the 15th of July, Mr. Dickenson issues a paper in which he replies with some success to his brother paper makers; but not contented with this, he proceeds to attack the stamped letter paper and small adhesive stamps, which Mr. Hill proposes to allow the use of by those who may prefer either to the stamped covers. The small adhesive stamps (the manner of using which Mr. Dickenson misrepresents) are the chief objects of his attack; and a variety of objections which Mr. Hill had anticipated and answered some time previously are again urged at considerable length. Mr. Dickenson's real objection to the small stamps may be stated in a very few words. It doubtless is that they would require very little paper, and therefore, though very convenient to the public, would afford but little profit to the contractor, which he desires to be.

It appears, then, that the opposition to the plan of cheap postage, to be collected by means of stamps in the forms most convenient to the public, is on both sides purely selfish.—The disputants are thinking of their own interest only, and not satisfied with the peculiar advantage which they will enjoy of a greatly increased demand for the article in which they deal, they greedily desire to augment this advantage, at the expense and inconvenience of the public at large."

6—Providing Stamps.

And be it enacted, That it shall be lawful for the Lords of the Treasury to order and direct the commissioners of stamps and taxes from time to time to provide proper and sufficient dies or other implements for expressing and denoting the rates or duties which shall be directed by any such warrant as aforesaid and to give any other orders and make any other regulations relative thereto they may consider expedient.

7—Account to be kept of stamps.

And be it enacted, That the commissioners of stamps and taxes shall cause a separate account to be kept of the stamp duties arising under this act; and it shall be lawful for the Lords of the Treasury, and they are hereby empowered, by warrant under their hands, from time to time to authorize and require the said commissioners of stamps and taxes to direct their receiver-general to pay over such sum and sums of money arising from the said stamp duties as the Lords of the Treasury shall think proper, to the account of the receiver-general of Her Majesty's post-office at the bank of England; and all such sums of money which shall be so paid over, shall be held by the said last mentioned receiver-general subject to all annuities and yearly sums now charged by law on or payable out of the post-office revenue, and all other charges, outgoings and disbursements to which the post-office revenue is at present liable.

8—Rates on stamped covers, to be deemed stamp duties.

And be it enacted, That the rates or duties which shall be expressed or denoted by any such dies as aforesaid, shall be denominated and deemed to be stamp duties, and shall be under the care and management of the commissioners of stamps and taxes for the time being; and all the powers, provisions, clauses, regulations, directions, fines, forfeitures, pains and penalties contained in or imposed by the several acts now in force relating to stamp duties (so far as the same may be applicable,) shall be of full force and effect with respect to the

stamps to be provided under or by virtue of this present act, and to the paper on which the same shall be impressed, or to which the same shall be affixed, and shall be observed, applied, enforced and put in execution for the raising, levying, collecting and securing of the rates or duties denoted thereby, and for preventing, detecting and punishing all frauds, forgeries and other offences relating thereto, as fully and effectually to all intents and purposes, as if such powers, provisions, clauses, regulations and directions, fines forfeitures, pains and penalties had been herein repeated and specially enacted with reference to the said last mentioned stamps and rates or duties respectively.

9—Letters to be sent as postmaster-general shall direct.

And be it enacted, That all post-letters shall be posted, forwarded, conveyed and delivered, under and subject to all such orders and directions, regulations, limitations and restrictions as the postmaster-general, with the consent of the Lords of the Treasury shall from time to time direct.

[The Treasury is thus empowered to make every sort of regulation which public convenience may demand. And especially for the safe delivery of letters about which so many ungrounded fears have been expressed, Paid letters, soldiers' and sailors' letters which are pre-paid, and franks, on all of which no postage is collected, go as safely as other letters.—Whilst the option of pre-payment is allowed, and the postman has to collect postage at the doors on any letters, the system will obviously remain unaltered. Mr. Hill, foreseeing all objections, proposed a mode of registering letters, which will give a security of delivery far superior to the present system. He proposes (evidence, 824, &c.) that every person desiring a receipt, should, on taking the letter to the receiving house, present a copy of the superscription, on which the receiver should stamp a receipt, with the date and his own address. The charge should be a half-penny. This proceeding would certify the posting of the letter. The probability is, that among the letters which the postman has to deliver, there would be letters for which receipts had been given; and as the letter-carrier would not be able to distinguish the receipted from the unreceipted letters, he would be afraid to omit the delivery of any one.]

10—Masters of outward-bound vessels required to take bags of letters.

And be it enacted, That the penalty which by an act passed in the first year of the reign of Her present Majesty intituled, "An act for consolidating the laws relative to offences against the post-office of the United Kingdom, and for regulating the judicial administration of the post-office laws, and for explaining certain terms and expressions employed in those laws," is imposed on every master of a vessel, outward-bound to Ceylon, the Mauritius, the East Indies or the Cape of Good Hope, who shall refuse to take a post letter bag delivered or tendered to him by an officer of the post-office, shall henceforth extend and apply to the master of every vessel outward-bound who shall refuse to take a post letter bag delivered or tendered to him by an officer of the post-office for conveyance; but every such master shall be entitled to the same gratuities as the master of any other vessel, not being a post-office packet, conveying letters for or on behalf of the post-office.

11—Treasurer may alter gratuities to masters of vessels carrying bags of letters.

And be it enacted, That it shall be lawful for the Lords of the Treasury to make any reduction or alteration they may consider expedient in the gratuities allowed by law to masters of vessels for letters conveyed by them, for or on behalf of the post-office between places within the United Kingdom and between the United Kingdom and the Islands of Man, Jersey, Guernsey, Sark and Alderney, and to allow any gratuities for the conveyance of letters to masters of vessels, passing to or from or between any of Her Majesty's colonies or possessions beyond the seas, if they shall think fit, not exceeding the gratuities payable to masters of vessels for the conveyance of ship letters from the United Kingdom to places beyond the seas.

12—*The word "letter" to be deemed all papers transmitted by post.*

And be it enacted, That whenever the word "letter" or "letters" is used in this act, the same shall be held to include newspapers, and any other packet, paper, article or thing transmitted by the post, but not so as to deprive newspapers of any privilege they now legally possess of passing free of postage; and that the provisions of this act shall be construed according to the respective interpretations of the terms and expressions contained in the said act of the first year of the reign of Her present Majesty, intituled "An act for consolidating the laws relative to offences against the post-office of the United Kingdom, and for regulating the judicial administration of the post-office laws, and for explaining certain terms and expressions employed in those laws, so far as those interpretations are not repugnant to the subject or inconsistent with the context of such provisions.

13—*Quorum of Lords of the Treasury.*

And be it enacted, That wherever the order, consent or direction, or any other acts of the Lords of the Treasury is prescribed or required by this act, such order, consent, direction or other act may be signified under the hands of the Lords of the Treasury, or any three of them.

14—*Continuance of act.*

And be it enacted, That this act, and all warrants issued under the authority of the same, shall absolutely cease and determine on the fifth day of October, one thousand eight hundred and forty, unless Parliament shall declare to the contrary, except in respect of any postage duties which may then have become payable under or by virtue of this act and of any proceeding for recovery of such duties, and except also as to any offence committed against the provisions of this or any other act, and any fine or penalty incurred by reason of any such offence, and any proceeding for recovery of any such fine or penalty, or for the punishment of any offender.

15—*Act may be amended this session.*

And be it enacted, That this act may be amended or repealed by any act to be passed during the present session of parliament.

From the Albany Argus.

IMPORTANT DECISION.

The Supreme Court decided yesterday a case argued at the last July term, involving the constitutionality of the general banking law. The Judges expressed opinions to the effect following. First, that associations formed under the general banking law are corporations; second, that the assent of two-thirds of all the members elected to each branch of the legislature was necessary to the passing of the act; and third, that if passed by a vote of two-thirds the act is constitutional. On the last point Judge Bronson was not prepared to concur; but on the other questions all the Judges were agreed in opinion.

The objection that the general banking law was not passed by a two-third vote, did not arise on the demurrer to the plaintiff's declaration, and whether on a plea the Court could look beyond the statute book for the purpose of reaching that question, was not decided.

A splendid Meteor.—The Village Record says:—"Wednesday night last was most brilliant; a thousand stars shone in unwonted lustre, from a bright and cloudless sky. About nine o'clock, the soft and beamy atmosphere was illuminated for an instant, by a meteor off to the south-east. It darted through the air a short distance, and then exploded, producing a noon-day brightness, like a flash of gunpowder. After the explosion, the light extended like a flake of fire, for near a minute in the firmament, resembling a dragon—which gradually became suffused and mingled into a soft glare, and disappeared. The explosion was quick as the lightning's flash, but had none of its terrific vividness; it was soft and bland. Superstition might consider such a brilliant display of celestial glory, as an omen denoting dire calamities to the nation and people."

From late Foreign Journals.

Opium Trade with China.
PETITION TO THE PRIVY COUNCIL.

To the Right Honourable the Lords of her Majesty's most Honourable Privy Council.

The humble prayer of the undersigned British Merchants, resident at Calcutta, in the East Indies,

Showeth,—1. That your petitioners have been engaged, or otherwise interested in the opium trade between Calcutta and China, and that the British Government of Bengal are the sole producers of opium for that trade throughout its dependencies, and have for years been the parties most deeply interested in encouraging it. That the opium trade, although always known to be prohibited by the Chinese Government, was eagerly sought after by the Chinese people, and has been fostered into its recent magnitude by every means that ingenuity could devise on the part of the British Government of India, who are the sole producers and the manufacturers of Bebar and Benares opium, who have consulted on every occasion the wants and wishes of Chinese consumers, who afforded compensation when the opium, on reaching China, was found by the Chinese to be inferior to the standard guaranteed by the State, and who, even on occasions made direct consignments to agents in China, that they might practically learn whether consignments packed in new forms would be acceptable to the people of that empire. In one case the opium was not approved, and did not sell for the amount expected, which led to a draught being drawn for a balance on the East India Company, which draught was duly honoured and paid.

2. The extent to which the trade had been carried on will be understood from the under mentioned extract from the custom-house books of Calcutta, where the proportion of opium shipped to China direct, and that sent to all other places whatever, is separately specified.

Years.	China.	All other places.	Total.
1832-33	7,598	1,810	9,408
1833-34	10,216	1,790	12,096
1834-35	9,485	1,530	10,995
1835-36	13,094	1,757	14,851
1836-37	10,393	2,213	12,606
1837-38	16,297	3,303	19,600
Total	67,083	12,303	79,446

It appears from this table, that of an aggregate of 79,446 chests actually despatched from Calcutta in six years, 67,083 chests were exported to China direct. The correctness of this statement will be borne out by the records of the government custom-house through which the vessels laden with opium were cleared expressly for China, and it cannot, therefore, be asserted either that the government were not perfectly aware of the existence of the opium trade with China, or that they did not in fact look to that direct trade as the principal source of consumption. It is important that this fact should be borne especially in mind with reference to the prayer of this memorial.

3. Neither should it be forgotten that the opium trade has been distinctly recognised by the government of Great Britain and by the Imperial Parliament, that the net profits of this trade have yielded to the Indian government an enormous revenue, varying from 1,000,000*l.* to 2,000,000*l.* sterling per annum, and that by this revenue, in fact, have the proprietors of East India Stock been hitherto enabled to receive the very high dividend guaranteed by Parliament in the new charter, 3 and 4 William IV., chap. 85.

4. The sale of opium in China has always been contraband, but it was a contraband trade which, like that in Chinese crape, or French lace, or tobacco, in Great Britain, or in British piece goods at Hamburg, during the war, has flourished through the connivance of government officers, while the edicts of the Emperor proved as unavailing in China as the celebrated Berlin decrees of Napoleon on the continent of Europe. In fact, by prohibiting the trade, the Chinese government have lost a certain revenue, which has been in consequence transferred to the pockets of Chinese smugglers and mandarins, or, as has generally been supposed, the govern-

ment may have knowingly allowed the extortions of these mandarins, as a means of economizing in the salaries of these functionaries, whom they are but too glad to have an excuse for paying inadequately.

5. The export of sycee silver is also contraband in China, and as bullion was always received in payment for opium, it is to this fact that the recent violent proceedings of that government may be chiefly attributed. The export of silver, by the law of China, is death. Like other half civilized nations, which understand not the principles of political economy, the Chinese consider the export of bullion as injurious to their well-being, and thunder edicts against the "leakage of sycee" and "the oozing out of dollars," as though such exports were actually a loss to the State. It is necessary to say but little in proof of this fallacy. China possesses silver mines of immense value, but which are worked only to a limited extent, and the circulation of whose products the government would fain restrict exclusively to the imperial domains. These mines are exhausted, save in the fear of their government, whose proceedings in prohibiting the export of bullion are truly lamentable. As reasonable would it be for the British government to prohibit railroads and steam vana, because the one might exhaust the iron, and the other the coal mines, of Great Britain. The export of opium from India, which has thus defeated the restrictive policy of the Chinese government, and which has caused the mines of that empire to be wrought far more extensively than would otherwise have been the case, in order to replace the vacuum in circulation created by the continued export of sycee from China, has thus been of essential benefit to commerce; for it has drawn forth the resources of the most fertile and populous empire in the world, and the bullion thus brought back in exchange for opium, has covered vast tracts of British India with smiling fields and a flourishing population; it has enormously extended the import of British manufactures throughout Hindoostan; had increased largely the shipping and general commerce of these seas: has brought into the British Indian Treasury a revenue exceeding the land revenue of an entire Presidency—that of Bombay; and has thus paid in London the dividends of the proprietors of India Stock, amounting to 630,000*l.* per annum, if not indeed the whole surplus, of 2,000,000*l.* sterling, required for the expenses of the home government of India.

6. We trust, therefore, that we have some right to expect at the hands of your lordships the fullest consideration of the urgent claims preferred on the present occasions.

7. The proceedings in China are so fully before your lordships from other sources, that it is unnecessary to enter into detail here, beyond the most brief summary. Suffice it therefore to say, that in order to save the lives and property of all Europeans residing at Canton, then placed in imminent peril by the outrageous proceedings of a commissioner, armed, as he himself states, with irresponsible power, her Majesty's superintendent in China purchased on behalf of her Britannic Majesty the whole of the opium then on board the several receiving ships and other vessels moored at the several outer anchorages of Hong Kong, Lintin, &c. or that had proceeded to more distant stations up the coast. This opium her Majesty's Superintendent subsequently delivered to the Chinese government, and the trade of Canton has since been re-opened, and all foreigners released from peril, we believe, but solely upon the sacrifice of so large a property purchased from the holders for her Majesty's service.

8. It will be obvious to your Right Hon. Lordships, that this measure, arising from momentous necessity, and as the only means of saving British inhabitants in China from a repetition of rapine and massacre similar to the horrors of Amboyna, Japan, Calcutta, and Manilla, has been productive of serious injury and loss to all whose property has thus been delivered to the Chinese government; and although we may rely with the most entire confidence on the honour and responsibility of her Majesty's government to unreservedly recognise the act of her Majesty's Superintendent, yet we must be pardoned for expressing our earnest anxiety for the earliest settlement that the finances of Government will afford; and should circumstances unfortunately render immediate payment impracticable, we trust that no delay may occur in

the acknowledgement of these claims, and that some specific dates may be assigned, by public proclamation through the *London Gazette*, at which the instalment may be severally paid.

9. As the means of most readily meeting the wants of your petitioners, we would beg most respectfully to point out that the channels through which these claims may be most conveniently liquidated would be the treasury of the East India Company at Calcutta. An arrangement that should repay the amount of these claims in Calcutta, leaving the adjustment in England to be made between the East India Company and her Majesty's Government, must, we would suggest, be of manifest advantage to all parties, since it would materially assist in remitting a portion of the amount annually required for the expense of the home government. But even if otherwise, should such immediate payment on the part of her Majesty's Government be inconvenient, we most respectfully submit that the East India Company should still be required to pay our demands at once; which we contend would in fact be merely the refund of certain revenues virtually advanced of late years to government by individuals, on the faith of their existing relations with China, and on the delivery of the opium to parties for shipment, but which opium has since been purchased by her Majesty's Superintendent on behalf of her Majesty and delivered to the Chinese Government. May we not also urge that in the total subversion of those relations the holders have become as between her Majesty and the East India Company, a mere intermediate party, upon whom the loss should not be allowed to fall, for having conveyed that opium to China, upon which so large a profit has been actually realized by the Bengal Government.

10. We trust that the equity of this proposition will be readily admitted by your Right Hon. Lordships, and however the question of peace or war or the future relations with China may be determined, that the settlement of the claims herein preferred, based as they are on the acknowledged good faith and honour of the British nation, may be effected at the earliest possible date.

11. We should not here omit to state, that while the profits of opium shippers have seldom exceeded from 5 to 15 per cent. on the government sale price, those of the opium manufacturers, viz. the British Government of India, have usually varied from 200 up to the enormous amount of 500 per cent. on the cost of manufacture.

12. We trust, therefore, that her Majesty's Government will be graciously pleased to direct either that the amount of those respective claims be paid through the East India Company's treasury at Calcutta, at such rate per chest as may be resolved on by government, or that the Hon. East India Company be directed to refund the amount paid to government at Calcutta for every chest of opium brought forward at auction in the years 1837, 1838, and 1839, that may have been delivered up to her Majesty's Superintendent, in China, together with interest on the same at the rate of five per cent. per annum from the date on which the cost of each chest was paid into the government treasury at Calcutta, besides all charges of shipping, and transport to Canton.

Map of Cape Cod.—Among the documents which have been published by order of the House of Representatives, is a map of the extremity of Cape Cod, including the towns of Provincetown and Truro, with a chart of the adjoining coast, and of Cape Cod harbour, from surveys and drawings made under the direction of Major J. D. Graham, of the U. S. Topographical Engineers. It is drawn on the very liberal scale of six inches to a mile, making a large map of four sheets.—So large a scale admits of a perfect delineation of the features of the coast and harbour, and this is executed in a very beautiful, and apparently exact manner. The shading of the coast exhibits the lines, not only of ordinary high water, and of mean low water, deduced from a great number of registered tides, but also the lines of extreme low water at the average of Spring tides, and of extreme high water. Lines are also drawn around the whole coast, exhibiting the one fathom curve; also, two, three, four and five fathom curves, showing the limits of those respective depths of water. The sound

ings, sand-bars, and description of bottom are also indicated, as well as the ponds, with the heights, sand hills, buildings, salt works, wind mills, and other objects on the upland. It is drawn and engraved in a style of beauty and apparent exactness, which we presume has not been surpassed, and we are not aware that it has been equalled in any work of the kind, in this country. It is evidently the produce of great labour and of patient and exact scientific observation, highly creditable to the officer who was entrusted with the work.

This must be a work of great utility, not only for the use of our ships of war, but for merchant ships, by converting the borders of Cape Cod, from a terra incognita, into a thoroughly explored and carefully delineated pathway. It has shown the harbour of Provincetown to be, we believe, deeper and more safe and commodious than it was previously supposed to be. We find it stated in a note appended to the chart that "this harbour affords every convenience as a watering station for shipping; the greatest abundance of pure fresh water being obtained in the village of Provincetown, from wells sunk in the sand." Stations for the triangulations are indicated on the map, 150 in number, on land, and 606 on the water. The courses chained for delineating the shores, &c. measured 141 miles; 769 tides at high, and 692 at low water, were registered, and 13,119 soundings were taken.—There is attached to the chart a curious register of the tide, for two months, exhibiting at a single view the exact limit and point of time, of each high and low tide. It appears that the extreme vibration of the tide, during the period of the survey, in the years 1833-4 and 5, was 16 feet, the greatest height being Oct. 13, 1833. The mean flow of the tides is about 9 1-4 feet, and the mean flow of Spring tides 13 3-4 feet.

A detailed report by Major Graham, stating at large all the incidents of the survey has also been printed by order of Congress. The registers of the tides embraced in this report, present some curious facts.—*Boston Chron.*

British Duties on Bread Stuffs.—For the information of our merchants, we publish the following table, taken from Elliot's British tariff.

Table showing the rate of duty imposed in England on foreign Wheat and Flour.

Whenever the average price of British Wheat shall be per qr.

s.	Duty per qr.			Duty per bbl. flour		
	l.	s.	d.	l.	s.	d.
at 40	2	6	8	1	8	0 1/2
50	1	16	8	1	2	0 1/2
60	1	6	8	16	0	1/2
65	1	1	8	13	0	1/2
66	1	0	8	12	5	1/2
67	18	8		11	2	1/2
68	16	8		10	0	1/2
69	13	8		8	2	1/2
70	10	8		6	5	
71	6	8		4	0	1/2
72	2	8		1	7	1/2
and at and above 73	1	0		7	1/2	

Wheat, the produce of Canada or the British possessions, is 5s. per quarter duty, when the average price of British wheat is under 67s., at over that price the duty is 6d. the quarter or eight bushels.

It has been decided in the Circuit Court of Alabama, at a late term held in Bibb county, that the Real Estate Banks, and other unchartered banking associations, that sprung up so abundantly in that state a year or two ago, can not lawfully maintain suit on the notes and bills which they have discounted or purchased. Suit was brought to recover the amount of several bills so held, for the benefit of the Selma "Real Estate and Banking Co." and the plea was interposed that the company was unauthorized by law to do banking business, and therefore incompetent to sue. Judge Shotridge sustained the plea, and the verdict was taken for the defendants. The case has been carried up to the Supreme Court, on a bill of exceptions to the charge of the Court.

Obituary.—Died, at the Dauphin county poor house, on Saturday last, FRANK, formerly a slave of Mr. JOAN HARRIS, founder of Harrisburg. He was born about the year 1745, where Harrisburg now stands, and consequently was nearly if not more than ninety years of age. He was manumitted by the late Mr. Adam Orth, of Lebanon (then Dauphin) county. Frank was unquestionably the oldest inhabitant of this county,—well remembered when the Indian smoked his pipe, and when the forest covered what is now Harrisburg and its smiling vicinity. He used to say, he had "turned many a furrow between the canal and the bridge across the river." He possessed in an eminent degree the virtues and vices of his race—being a hard worker, a hard drinker, a lounge, and exhibiting an uncontrollable temper.

Frank used to assert, that he had often played and wrestled with LOGAN, the Mingo chief, then a young man; now so celebrated by the speech he is said to have delivered, contained in Jefferson's Notes. Whether Logan ever resided on the banks of the Susquehanna, we have no means of ascertaining, but Frank, when the matter was explained to him, insisted that he had, and that he left it before the expedition of the "Paxton boys," to Lancaster. If so, he must have pitched his wigwam on the waters of the Great Kanawha, about 1760—14 years before he made the speech alluded to, making Logan's age at that time about 29 years, which agrees with the tradition upon the subject. Frank used to detail the accompanying of his master and family, to Paxton church, he and another servant armed, as well as Mr. Harris—of the arms scattered about the church, presenting a lively picture of the half religious, half military appearance of our hardy forefathers. The clergyman was colonel of the Paxton district militia.—*Reporter.*

Licenses for selling Liquor.—Our reporter has prepared the following table, showing the number of licenses granted in the various districts of the city and county of Philadelphia in two successive years, from September to June inclusive. Between June and September no sessions are held at which licenses can be taken out. It will be seen that the comparison shows a decrease of 127 in the number of licenses in the latter year. The authority to grant licenses has been confined to the Court of Quarter Sessions since June, 1838.

	1837-38	1838-39
For the City -	423	359
the Northern Liberties -	149	121
Spring Garden -	78	73
Kensington -	82	66
Penn Township -	22	24
Southwark -	78	71
Moyamensing -	24	25
Unincorporated Northern Liberties	23	19
Passayunk -	4	6
Germantown -	21	15
Blockley -	18	18
West Philadelphia -	5	4
Roxborough -	16	13
Lower Dublin -	10	10
Bristol -	8	8
Oxford -	9	9
Kingsessing -	5	7
Byberry, -	1	1
Moreland -	1	1

Total amount for four terms, - 977 850
Showing a decrease in one year of 127.—*North American.*

There was a line of oyster wagons established some years ago between this city and Wheeling, which did a very brisk business in the way of transportation. The mode was to enclose the fish, freed from the shell, in tin cannisters, and in this state, with the addition of a little salt, the epicures of Cincinnati, Louisville and St. Louis were enabled to eat good oysters without crossing the mountains. The trade is now carried on still more extensively; and when the Baltimore and Ohio Railroad shall be completed, the oyster trade will be one of no small importance.—*Baltimore American.*

COMMERCE OF RHODE ISLAND FROM 1791 TO 1838.

Years.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawbacks paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791			470,131		153,137	522	17,003 00
1792			698,109		102,000	12,715	17,407 00
1793			616,432		180,544	2,886	18,604 42
1794			945,599		144,548	25,019	17,933 00
1795			1,222,917		348,625	63,789	20,327 27
1796			1,589,872		338,716	150,695	20,159 36
1797			975,530		399,876	95,986	19,686 13
1798			917,827		249,946	112,875	19,802 84
1799			1,055,273		367,913	72,517	18,562 39
1800			1,322,945		554,084	109,348	18,841 20
1801			1,832,773		523,763	211,346	23,747 29
1802			2,433,363		475,649	243,785	23,603 01
1803	664,230	611,366	1,275,596		544,534	151,850	23,890 66
1804	917,736	817,935	1,735,671		643,497	199,896	26,123 36
1805	1,065,579	1,506,470	2,572,049		648,456	274,910	28,531 33
1806	949,336	1,142,499	2,091,835		675,297	289,365	28,617 19
1807	741,988	915,576	1,657,564		437,843	292,737	28,492 24
1808	139,684	102,350	442,034		328,425	37,325	23,282 93
1809	658,397	426,135	1,284,532		266,373	211,808	28,403 55
1810	874,870	456,706	1,331,576		549,493	101,665	28,574 93
1811	944,868	626,556	1,571,424		387,488	63,285	30,255 44
1812	604,891	150,246	755,137		561,053	76,015	24,261 50
1813	234,449	2,353	236,802		744,554	4,743	23,198 73
1814	446,080	26,354	472,434		587,269	17,702	25,807 18
1815	357,664	203,499	561,163		272,131	31,539	29,019 72
1816	418,996	193,798	612,794		391,533	15,766	24,229 17
1817	577,911	372,556	950,467		376,159	58,423	27,021 34
1818	534,288	493,003	1,027,291		426,888	92,118	30,117 27
1819	559,754	721,680	1,281,434		600,641	62,442	30,849 40
1820	569,902	502,860	1,072,762		320,107	171,886	29,388 91
1821	491,365	515,463	996,828	1,032,068	291,531	110,825	28,457 15
1822	601,238	261,125	862,363	1,884,144	654,707	41,270	30,707 60
1823	520,614	412,500	933,114	1,412,953	442,786	128,102	30,252 13
1824	556,582	316,317	872,899	1,388,336	411,396	103,976	30,307 54
1825	519,589	158,878	678,467	907,906	254,188	72,972	29,291 57
1826	565,370	216,170	781,540	1,185,934	414,323	40,779	26,917 37
1827	596,177	208,010	804,187	1,241,828	362,636	53,707	28,000 01
1828	541,675	180,491	722,166	1,128,226	284,012	35,689	27,352 84
1829	337,468	52,913	390,381	423,611	232,563	9,104	23,950 89
1830	206,965	71,985	278,950	498,756	187,001	32,954	21,411 44
1831	348,250	19,215	367,465	562,161	369,389	25,295	24,520 04
1832	377,656	156,803	534,459	657,969	244,477	37,229	30,163 78
1833	330,869	154,612	485,481	1,042,286	203,676	33,098	32,609 78
1834	420,885	80,741	501,626	427,024	143,553	9,829	33,688 07
1835	182,866	113,137	296,003	597,713	105,404	2,514	32,606 57*
1836	212,297	16,123	228,420	555,199	101,645	322	35,745 05*
1837	411,806	76,452	488,258	523,610			32,809 19*
1838	270,065	21,192	291,257	656,613			30,252 58*

* Ending 30th of September.

Sperm Oil.—The Pittsburgh Intelligencer estimates the quantity of sperm oil sold annually in Pittsburgh to be from 500 to 600 casks of 120 gallons each, amounting to about \$100,000. The editor "remembers the time well when it was scarcely known or kept as an article for sale or use, and when Spermaceti Oil or Candles were not in our list of 'saleables' or 'comforts,' and when the common tallow candle or hard lamp was a luxury, in use from the cabin to the palace."

Now we are probably some twenty years the junior of our Pittsburgh friend, yet we can well remember the time when the "luxury" of "tallow candles and lard lamps" was hardly known in the Lake "diggins." The pile of oily bark, stripped from the rough hickories of the forest, and carefully deposited each evening near the cabin fire, was about the only "luxury" in the light line the western pioneers knew of or cared about.

How cheerful looked the log cabin, when the crackling bark was thrown upon the heaped fire of a winter's night,

every corner illuminated with a brightness more intense than reflected from costly chandeliers! And then a torch light ramble in the dark, deep forest! Don't talk again about Sperm Oil and Spermaceti Candles.—*Cleveland Herald*,

Vellum, or Brass Wire Cloth.—We were this week invited to see the weaving of the fine Vellum, or Brass wire Cloth, for paper makers, by our useful and very industrious neighbour, Mr. Thomas Pinder. It is certainly a very ingenious and useful manufacture, and the only one of the kind west of New York. Mr. Pinder uses from No. 35 to No. 60 Brass wire, which is as fine as the finest cambric thread, and the Vellum is beautiful and even without a fault. He supplies all the paper makers in the western and southern states.—*Harris' Intelligencer*,

Nashville, Oct. 24th, 1839.

To the Honourable the Senate and House of Representatives of the General Assembly of the State of Tennessee.

The undersigned in behalf of the directors of the Union and Planters' Banks deem it a duty which they owe to the General Assembly, to make known the causes which led to the sudden and unexpected suspension of specie payments by these banks on the morning of the 18th inst.

The mails of the evening of the 17th inst. brought intelligence of the suspension of the banks of Philadelphia, Baltimore, Cincinnati, and the expected immediate suspension of the Kentucky Banks. The letters containing this intelligence gave the opinion that the banks of New York, and the other eastern cities would immediately follow, and that the suspension would be general throughout the United States.

This information it was known to the undersigned, would create such a panic and alarm in the public mind as to cause an immediate run upon the banks for specie. The drain for specie from our banks had been heavy for some weeks previously, in part, as the undersigned have reason to believe, to supply the vaults of the banks north of us. This opinion as to the quarter from whence this demand came, was confirmed by the appearance in this city of several brokers from other cities, supplied with checks of distant banks for considerable amounts, which were freely sold in our market on the 16th and 17th inst. for the paper of the Nashville banks, payable at their counters only. The sole object of these operations, the undersigned are well advised, was to withdraw the specie from these banks, to strengthen the vaults of the banks of other states.

These heavy and extraordinary demands for specie which it was known would have been made on the morning of the 18th, added to the amounts which it was anticipated would have been withdrawn by note holders and depositors in the excited and alarmed state of the public mind, caused the Directory at their meeting of the morning of the 18th inst. to pass resolutions suspending, for the present, the payment of specie.

Although the undersigned, in common with their fellow citizens, cannot but deplore the necessity for such a measure, yet they cannot doubt its policy under the circumstances.

To prepare for the resumption in January last, they had strengthened their vaults and greatly reduced their liabilities, and have now on hand a larger amount of specie in proportion to their circulation than is generally supposed to be necessary for safety in times of ordinary commercial prosperity: their assets they are satisfied are as sound and solvent as those held by any other banks in the United States; yet had they persisted in specie payments while the banks of all the neighbouring states had suspended, they would have been drained of all their specie and been left in an exhausted and powerless condition; and their ability to resume at any early period, entirely destroyed: added to this, the sudden withdrawal of so much of the circulating medium of the country would have left their debtors without the means of meeting their heavy liabilities or the trading community without the means of carrying on the trade and of shipping the produce of the country to market.

In view of the present solvent condition of these banks, their diminished liabilities in proportion to their means, the present large crop of cotton and tobacco which will shortly go forward, they cannot fail to make large collections on the debts due them and they cannot therefore but consider their suspension as temporary.

It is the fixed determination of their respective boards of direction to use their best energies towards the reduction of their liabilities and the increase of their available means, so as to be in readiness for a resumption as early as practicable. In the meantime every effort shall be made to prevent as far as possible, the depreciation of their circulation in the hands of the people by furnishing exchange at moderate rates, and by avoiding an expansion which but too generally follows a suspension.

It is known to the General Assembly that these banks owe a considerable balance to the State Bank; the balance due

from the Union Bank is evidenced by two certificates of deposit, amounting to \$43,780, both of which bear interest from date. The balance due from the Planters' Bank is evidenced by like certificates, amounting to \$67,195 43 which also bears interest from date, making in the aggregate the sum of \$110,975 43, due to the State Bank. These balances are of recent standing, and we assure the General Assembly that every exertion will be made to settle said balances to the satisfaction of that institution.

Fully conscious that these institutions have been faithfully managed, we beg to refer you to the statements of their condition recently laid upon your table, (see page 298,) and we are, moreover, ready to submit their affairs to the scrutiny or examination of the General Assembly, or any committee thereof.

We have the honour to be,

Very respectfully, your obedient servants,

JOHN M. BASS, President.
M. WATSON, President.

STATE OF THE BANK OF TENNESSEE,

October 1, 1839.

DR.

Discounted notes, - - -	\$600,678 23	
Domestic bills, - - -	288,396 23	
Bills and notes in suit, - -	24,075 92	
		\$913,150 38
Expense account, - - -	- - -	4,923 70
Interest on state bonds, - -	40,750 00	
Do. internal improvement do. -	8,742 49	
		49,492 49

Branch at	
Athens, - - -	29,259 56
Rogersville, - - -	83,920 79
Trenton, - - -	6,570 00
Somerville, - - -	44,972 53
Columbia, - - -	83,975 86
Shelbyville, - - -	49,551 79
Clarksville, - - -	14,032 98
	212,283 51

*Phila. Banks	
Cash balance, - - -	88,779 87
Due in Oct., - - -	25,000 00
" " Nov. - - -	111,880 24
" " Dec. - - -	76,500 00
	252,160 11

+N. Y. Banks	
Cash balance, - - -	4,674 03
Due in Nov. - - -	36,822 53
	41,496 56

Farmers' and Merchants' Bank,	
Memphis, - - -	2,293 48
Union Bank of Tennessee, - -	14,518 88
Bank of Missouri, St. Louis, -	604 50
	523,417 04

Cash, viz:	
Certificates of deposit	
Union Bank, - - -	21,780 00
Do. Planters, - - -	32,196 00
	53,976 00
Branch bank Notes, - - -	1,996 00
State and city bank notes, - -	15,521 13
Foreign bank notes, - - -	350 00
	71,843 13

Gold and silver, - - -	152,984 29
	\$1,715,811 03

*A portion of this amount appropriated to the payment of interest on internal improvement bonds.

†\$30,000 appropriated to pay interest on bank bonds due in November.

CR.	
*Capital stock, state bonds,	\$440,000 00
Do, do, school fund,	46,383 71
Do, do, " Ocoee,	159,839 54
Do, do, surplus revenue,	297,573 12
	<hr/>
The state of Tennessee,	943,296 37
Treasurer of Tennessee,	43 00
Superintendent of public instruction,	94,413 05
Sinking or contingent fund,	2,181 80
Due to banks,	131,555 58
Exchange account,	20,463 58
Discounts received,	21,061 73
Interest account,	10,915 53
Damages,	320 27
Profit and loss,	1,016 20
	<hr/>
Circulation,	11,319 76
Do. in post notes,	44,633 49
	<hr/>
Individual depositors,	194,097 00
	<hr/>
	181,452 03
	<hr/>
	375,540 03
	<hr/>
	103,175 13
	<hr/>
	\$1,715,811 03

HENRY EWING, Cashier.

BANK OF TENNESSEE,
Nashville, Oct. 1, 1839. }STATE OF THE BANK OF TENNESSEE
AND BRANCHES, Oct. 1, 1839.

DR.	
Discounted notes,	\$1,870,224 57
Domestic bills,	760,368 29
Bills and notes in suit,	42,569 17
Suspended Debt at Branches,	48,646 93
Protest account,	147 50
	<hr/>
Expense account,	2,721,956 46
Interest on state bonds,	10,036 94
Do. internal improvement,	49,492 49
	<hr/>
Real estate at branches,	8,571 24
Due from banks,	389,740 32
" " Phila.	
Banks in Oct.	25,000 00
in Nov.	111,880 24
in Dec.	76,500 00
	<hr/>
Due from N. Y. banks in Nov.	213,380 24
	<hr/>
Suspense account at Columbia,	36,822 63
Eastern bank notes,	649,943 00
Notes of other banks,	27,884 42
Certificates of Deposit,	
Union Bank, &c.,	13,230 71
Planters' Bank, &c.,	116,955 13
	<hr/>
Specie,	21,780 00
	<hr/>
	32,196 00
	<hr/>
	184,161 84
	<hr/>
	387,306 91
	<hr/>
	\$4,039,203 39

CR.	
Capital stock, state bonds,	\$1,000,000 00
do. do, school fund,	107,143 71
do. do, " Ocoee,	363,189 54
do. do, surplus revenue,	678,373 12
	<hr/>
Sinking or contingent fund,	2,148,706 37
Profit and loss,	131,555 58
Exchange account,	16,138 01
Discounts received,	46,560 76
Damages,	41,953 31
Interest account,	2,407 41
	<hr/>
Due to banks,	317 28
	<hr/>
Circulation,	238,942 35
	<hr/>
	219,989 25
	<hr/>
	1,105,198 03

* 200,000 of this amount floating fund.

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Treasurer of Tennessee,	94,413 05
The state of Tennessee,	43 00
Superintendent of public instruction,	2,181 80
Individual depositors,	229,739 54
	<hr/>
	\$4,039,203 39

HENRY EWING, Cashier,

BANK OF TENNESSEE,
Nashville, Oct. 1. }

REPORT OF COMMITTEE ON BANKS.

To the House of Representatives of Vermont now in session;

The committee to whom was referred the resolution instructing them "to inquire whether it is expedient to charter or re-charter any banks without making the private property of the stockholders liable for all debts of the bank, without making the stockholders give ample security for the debts of the bank, and to report by bill or otherwise," beg leave respectfully to make the following report;

While the losses sustained by the community have as yet been from but few of the banks in this state, the events of the last years, and especially some of very recent date, admonish us that in the granting or renewal of charters for such institutions, a watchful vigilance for the security of the bill holder is not only required by public sentiment, but is just and reasonable in itself, and is the only way to continue that confidence without which paper money loses all claims to public favour.

All must agree that it is incumbent on the government which grants to individuals the exclusive privilege of substituting paper for coin as a circulating medium, to provide for the community who are to receive such paper, the best security that may be practicable, that such paper should at all times be convertible into gold and silver. And while the clearest principles of justice demand this for the safety of the public, the highest considerations of policy as it regards the banks, require that every effort should be made to place them on such a footing of stability and permanence as will inspire a reasonable and necessary confidence in their solidity and strength. Panics and pressures, though necessarily attendant on an extensive system of paper circulation, are greatly aggravated, and their calamitous effects are mainly produced, by the feeling, that there is for the bill holder no positive and certain ultimate security. Hence it would seem that banks themselves, that design to do a fair and legitimate business upon actual capital, are equally with the community interested in their being established upon, as already stated, grounds which may be the best calculated to inspire unshaken confidence in their ability and safety.

Taking counsel of experience, a far safer guide than imposing theories or confident assertions—we ought to conclude that those provisions intended as safe-guards, which have heretofore been found ineffectual, will, with more probability, if not certainty, prove so hereafter. The history of banking in this country demonstrates that nearly all the bank failures arise, either from a want of capital actually paid in, from fraudulent practices, or from neglect or mismanagement of the directors.

Failures of banks, chartered under the existing laws of this state, can scarcely take place for the want of capital paid in, if those laws are faithfully and rigidly enforced. If the fraudulent conduct of bank directors should be made highly penal, the committee believes that failures from that source would be much less likely to occur. And from the neglect or mismanagement of the directors, would, as is believed, be most likely to be checked, by requiring from them and the stockholders, a higher degree of responsibility to the community; thus awakening that vigilance, and inducing that caution which watchful and prudent men exhibit in the management of their own private affairs.

With regard to the mode of accomplishing the great object in view, the committee are aware that some diversity of opinion may exist. But they have seen, with regret, that while the opponents of reform are constrained to admit that "wisdom would seem to dictate, that we adopt and incor-

porate into our system, such additional securities and guards, as will effectually ensure the safety of the community," they, at the same time, endeavour to destroy the effect of this admission, by attempting to throw discredit upon the opposition, or as it has been termed, the cry against bank monopoly, and by insinuations, tending to disparage the means conceived to be necessary to remedy the existing evils, as well as the motives of those who desire the adoption of such means. We are told that banks "were created expressly for public convenience." If this is true, we believe it to be the imperious duty of the legislature to charter them, only on such conditions as will ultimately secure the bill holder against loss; and, notwithstanding the party in power have seen fit to publish to the world, that "many visionary propositions on this subject, have been, and doubtless will continue to be submitted, from various motives, which, though specious in theory, will be found on examination, impracticable and unsafe in their operation." Still your committee believe, that if these visionary measures of reform, as they have been called by some, had been incorporated into bank charters of this state, that the honest bill holders would not have suffered those severe losses which the present unsafe banking system has brought upon them. Assuming then that the present banking system is unsafe, your committee believe that the interest of the community requires, that the legislature without distinction of party, should immediately bring about a reform, notwithstanding we have been admonished to embrace with caution any new and untried measures.

As it respects the manner of obtaining further security, the making the stockholders liable, in their private capacity appears to be satisfactory to some, while others consider that nothing short of ample bonds, with good security, real or personal, to the treasurer of the state or county, ought to be regarded as sufficient. Your committee are decidedly in favour of the latter method, believing it would be found to unite the greatest advantages with the least inconvenience.

The committee are fully convinced, that no charter, or renewal of a charter, ought to be granted, without adopting the last mentioned mode of security. And, as a still further security to the public, they are of the opinion that the legislature should reserve the power and control over all banking institutions that may be established.

The committee therefore conclude, by recommending to the house the following resolutions:

Resolved, That no bank ought to be chartered or re-chartered by the legislature of this state, without requiring the stockholders of said bank to furnish security, by way of bonds, with responsible signers, or bonds with mortgages, secured on unincumbered improved real estate within this state to double the amount of the capital stock of said bank, previous to the commencement of operations under their charter; the security of each stockholder to be double the amount of his own stock, and the said security to be given to, and lodged with the treasurer of the county, where the bank may be located, or to and with the treasurer of the state, and the sufficiency thereof, to be judged of by the judges of the county court of such county.

Resolved, That all banks chartered or re-chartered, as aforesaid, be exempted from the provisions of the safety fund act.

Resolved, That all such banks be made subject to the power and control of the legislature, so that the charters thereof may be at any time modified, amended or repealed.

Resolved, That any such bank shall not be permitted to issue more than two dollars for each dollar of capital stock actually paid in.

Resolved, That the president, directors and all officers of such bank, be made subject to penal punishment for all fraudulent acts in their official capacity.

NEWELL KINSMAN, for Committee.

MINORITY REPORT ON SUBJECT OF BANKS.

To the House of Representatives now in session:

The minority of your committee, to whom was referred the resolutions, instructing them to inquire whether it is expedient to charter or re-charter any banks, without making the private property of the stockholders liable for all the debts

of the bank, or without making the stockholders give ample security for the debts of the bank, and to report by bill or otherwise, beg leave to report—

That while they fully concur with the majority of your committee, in believing that it is the imperious duty of the legislature, not to charter or re-charter any bank, except upon "such conditions as will ultimately secure the bill holder against loss," they are not satisfied that the measures proposed by the majority of your committee, are, of themselves, sufficient to accomplish the object designed; but believe that other and further guards are not only required by public sentiment, but are absolutely necessary to the accomplishment of the great object of insuring to the community the ultimate redemption in gold and silver, of the whole bank circulation. Entertaining such views, the minority of your committee, while they do not feel themselves called upon to express any opinion as to the practicability or impracticability of the system of bond and mortgage, proposed by the majority of your committee, believe that the same could not safely be left to the test of experiment, without other and further provisions, designed to accomplish the same end. They therefore recommend the adoption of the following resolution, as supplemental to those proposed by the majority of the committee.

Resolved, That in all future bank charters, the stockholders shall be required to pay in the full amount of their capital stock, in gold and silver, before they go into operation; and shall not, either directly or indirectly, withdraw any portion of the same.

Resolved, That each of the directors shall be required to give bonds for the faithful performance of their duties, with two good and sufficient sureties, neither of whom shall be stockholders, and whose sufficiency shall be determined by the judges of the county court; the aggregated amount of which bonds, shall be equal to the capital stock of said bank.

Resolved, That no director or stockholder shall either directly or indirectly, be suffered to receive any discount at the bank or banks, of which they are severally directors or stockholders.

JOHN SMITH, for minority of Committee.

Rhode Island Legislature.

REPORT OF THE BANK COMMITTEE.

The committee to whom was referred the Bank Commissioners' communication, report:

The prominent causes for the suspension of specie payments by the banks, in twenty out of twenty-six states of the United States, are not to be found in the local position of either one state, nor in any particular expansion that may have marked their issues; but can only be seen by an extended view of the business transactions of the whole commercial world. The immense extent of the exchanges of the products of nations—the universal state of peace which has increased the productions of the soil, and the multiplication of machinery, to which the ingenuity of nations has been directed, each exerting itself to equal another, that the capacities for production might not disturb the balance of exchange, have given to the present age a character for extended inflation, without parallel in the times preceding us. The universal indulgence in luxurious extravagance, with the losses incident to a transmission of balances in specie, have diminished the amount of bullion which alone constitutes the foundation for the whole operations of commerce, and we are presented with a novel spectacle of a quadrupled extension of obligations, and a basis for those obligations diminished at least twenty per cent. in the aggregate.

In order that the equilibrium of balances should be preserved, it is as indispensable that the agricultural productions of each section of the commercial world should equal the demand, and also should equal the necessities of such as had no other dependence. In 1837 this inflation of mercantile exchanges added to the unexpected position of the United States government demanding its revenues in specie, alone produced over our whole country a general suspension of specie payments by the banks, as the only means by which our exhausted country could breathe in her race, and recruit in her

resources. In despite of the short crops of agricultural products in 1837, the energies of a whole people were directed to restore us to our rank of commercial equality; and prematurely in 1838 a resumption of specie payments was partially effected. This was aided by large loans of bullion from England, which were sent for selfish and particular purposes. In 1838 another succeeding short crop in our country, instead of aiding us in resumption and furnishing us with the means of exchange, required a further importation of grain, and drained the specie from vaults just opened to the grasp of commercial necessities.

The short crop of grain in Great Britain in 1838, produced a demand from that country, for export, of thirty-seven millions of her bullion, all taken to the continent of Europe for grain to sustain her population, and consequently produced a contraction in the means of England to sustain her own extended manufactures and commerce. Our country as the debtor of England, was loudly called on to supply the means for this abstraction, and our open ports and diminished duties upon importations, presented to the English merchant a sure resource to restore to England her exhausted bullion.—The drain was steady and unrelaxing, until our own basis became narrowed down to a position wholly insufficient for our own necessities. In 1839, the promise of abundant crops assured us of our strength, and the firm resolve to maintain ourselves was responded to from every section of our country. In September last past, the intelligence reached us that Great Britain was again visited with another short crop, and that all her commercial balances would be required to sustain the anticipated drain of her bullion, to supply to a dispirited population a necessary subsistence. The Bank of England the great centre of all the exchanges of commerce, had already been drained until her position at the last advices was critical in the extreme, and almost at the point of suspension. That institution, commanding always the resources of Great Britain and enjoying the proud monopoly of dispensing the tribute from other nations, which naturally flows into England in return for her industry, was standing under liabilities of nearly twenty-seven millions pound sterling, with bullion in her vaults less than three millions. The bank had already been brought to the humiliating position of borrowing about two millions from her rival, the more fortunate bank of France, such was the position of England, and such the inevitable demand upon the United States again to supply to our creditor the means in bullion to sustain her against the present deficiency in crops. To pay our debts would be honest and fair, but to open our reduced resources to the necessities of Great Britain and permit the import by her subjects, of the productions of their labour and their superfluous luxuries into our country, for which the last dollar in our banks might have been drawn away, would have left us in bankruptcy, not only to foreign nations, but bankrupt with each other, and without the means of generating a currency for the ordinary transactions of business. The question was momentous and resolved itself into a question of self preservation; it became national bankruptcy or national suspension. The great State of Pennsylvania led the way, and the entire South and West followed in this course of prudence and necessity. The city of New York, which from her commercial position, is almost alien to the true interest of our common country, is yet in the nominal payment of specie, but her merchants present a picture of unexampled distress.—That city has been sustained by the whole resources in specie of the general government, and even the pittance of revenue received for duties in our own state has not been spared to us but has been taken to aid some favoured banks.

New York, for political reasons, is to be sustained, even by the prostration of every other section of the country. The great English Banking houses have been forward in bolstering the weakened resources of the city Banks, and new loans, founded upon pledges or State stock, have been proffered to them to postpone for a short time the drain of specie for exportation. It is all delusion, and the result of wily efforts, converting our State credits into means of liquidating individual indebtedness. The great balances are not reduced, and the bankruptcy of individuals is sought to be exchanged for the last resources of an exhausted nation. This example

is proffered to the country for imitation, and the city of New York, influenced by her commercial exportation, calls upon other States to follow in her train of humility. Our own self-respect revolts at such a position. If the true policy of a protective Tariff to cherish the labour and the resources of the country, had been persevered in, and the currency and exchanges had been spared the experiments of political men, we might have been saved the struggle which now threatens an extended and fatal devastation.

The position of Rhode Island is peculiar, and perhaps unlike any other State. We are a manufacturing, mechanical, and agricultural population. Our foreign commerce has yielded to the greater facilities of other cities for importation from abroad. Our industry shown itself in the productions of the loom and the spindle, and in the perfections of mechanic art, and all the produce of the soil is needed to sustain the labour, and look for returns in the sales of the fabrics of our manufactories. We owe no foreign debt, nor are we directly called upon to contribute to this foreign drain for specie; but indirectly we have no alternative but to abide by the unnecessary importations and consequent inflations of other States. We are now a creditor State, and so long as our fabrics are sold and paid for abroad, so long we are in enviable security, and could sustain ourselves with perfect promptitude. But the embarrassments of others are directly brought home to us when our fabrics are no longer wanted, but are supplanted by the productions of foreign labour, and at once the diminution of our resources is brought home to every branch of our business relations.

Our Banks present an improved state of soundness.—Their loans have not been increased; their liabilities have been greatly diminished,—and their circulation forms an insufficient medium of exchange and payment, even within our own State. Their further contraction is not called for, and a portion of their resources are needed to assist the merchants of other cities. Our labouring population rest in the prospect of continued employment, and at this season are dependent upon their accustomed supplies. Our manufactories, with all possible facilities, can hardly continue their business; for the diminished demand for their products warn the owner that the line of prudence is contraction. A decline in the price of agricultural productions must follow the general inability to consume; and the whole community, however diversified in immediate objects of production, must feel the shock and the embarrassment will fall back upon the landed interest.

A seasonable return to specie payments is desirable, and can be looked to with confidence; but any resumption which should be forced and premature, would inflict incalculable distress upon every interest in our mutually dependent community. The public good is the supreme law, and no course of legislation which sacrifices general good, should be resorted to by a free people, who measure out their own sense of justice.

JOHN H. CLARKE, for the Committee.

As a supplemental Report to the general causes of suspension of specie payments, the Committee after due examination of the second report of the Bank Commissioners, cannot refrain from recommending to the Banks who have received premiums upon their exchange since their own suspension, immediately upon demand made, to refund all received over and above the par value of said exchange, and in order to relieve our own community from any sacrifices upon the bills of our Banks, which may be necessary to give them due currency in New York and Boston, they recommend to the several Banks, to receive in payment of their own exchange in those cities, the bills of their own Banks, a measure at once calculated to effect all the just purposes of equalizing currency and accommodation to the public.—*Prov. Jour.*

Iron Ore.—We are authorized by Mr. Lyman, to state that he will pay \$3 per ton for iron ore delivered on his bank, that will yield from thirty to thirty-five per cent. mined in this region, and a proportionate price for that of a less yield.—*Miner's Journal.*

CIRCULAR.

At a convention of delegates from the State Security Banks, held at Rochester, on the 12th of November, 1839, Washington Hunt, President of the Lockport Banking and Trust Company, was called to the chair, and Thomas H. Rochester, Cashier of the Commercial Bank of Rochester, was appointed secretary.

The following banks were represented :

Lockport Banking and Trust Company—by W. Hunt.

Canal Bank of Lockport—by G. W. Rogers.

Merchants' Exchange Bank, Buffalo—by Wm. Moore.

Farmers' Bank of Orleans, Gaines—by L. A. Phillips.

Farmers' and Mechanics' Bank, Batavia—by J. S. Ganson.

Bank of Dansville—by J. Faulkner and I. L. Endress.

Exchange Bank of Genesee county, Alexander—by J. S. Ganson.

Bank of Western New York, Rochester—by G. Clark.

Commercial Bank of Rochester—by E. Peck and T. H. Rochester.

Farmers' and Mechanics' Bank of Rochester—by A. G. Smith.

Bank of Brockport—by Jos. Ganson and T. R. Roby.

Bank of America, Buffalo—by A. C. Stevens.

Genesee County Bank, Le Roy—by M. P. Lamson.

On motion of G. Clark, the following gentlemen were appointed a committee to report resolutions expressive of the views of this convention, viz: Washington Hunt, J. S. Ganson, and Thomas H. Rochester.

The committee after a recess of the convention, reported the following resolutions, which were unanimously adopted :

Resolved, That the State Security Banks here represented are desirous to aid in giving uniformity and convertibility to the circulating medium of the State, and will make every consistent effort to remedy the existing derangement and inequality in the currency.

The proceedings of the convention of certain Safety Fund Banks, held at Auburn on the 8th inst. having been read, and said convention having proposed that the notes of the Safety Fund Bank be redeemed through the agency of the New York State Bank in the city of Albany, on the terms particularly specified in the circular letter signed by Wm. M. Oliver, chairman; and the said convention having invited "the banks under the general banking law to participate fully in the above arrangement, subject to a proportionate part of the expense;" it was

Resolved, That it is expedient for the State Security Banks to unite with the Safety Fund Banks in the arrangement above referred to, and to redeem their notes in the city of Albany on the terms proposed: Provided, first, that the Safety Fund Banks generally shall unite in carrying the said arrangement into effect; secondly, that the messenger shall be required to carry packages for the State Security Banks, and render them all the services to which the Safety Fund Banks are entitled; and thirdly, that the details of the arrangement can be adjusted in such a manner as shall be satisfactory to the committee hereinafter named.

Resolved, That an executive committee of five be appointed with full power, and whose duty it shall be to correspond with the committee of the Safety Fund Banks, and to carry the foregoing propositions into effect, in such manner as they may deem most judicious.

Resolved, That the banks here represented will undertake to execute such arrangements as shall be concluded by the aforesaid committee.

On motion, it was

Resolved, That Washington Hunt, of Lockport; Thos. H. Rochester, of Rochester; J. S. Ganson, of Batavia; Wm. Moore, of Buffalo, and Horace White, of Syracuse, be the executive committee.

Resolved, That in case the said committee shall fail to complete a satisfactory arrangement in respect to the safety fund messenger, and the proposed system of redemption, they be authorized to employ a messenger for the sole use of the state security banks, and to adopt such other means as may be necessary to send home country notes for redemption.

W. HUNT, Chairman.

T. H. ROCHESTER, Secretary.

From the Calcutta Englishman.

AFFAIRS IN CHINA.

CALCUTTA, May 28.

The opium sale took place yesterday at the usual hour, and the prices ranged as follows:—

	Chests.	Highest.	Lowest.	Average.	Proceeds.
Behar	1,430	275	220	235 6-8	336,650
Benares	975	220	190	196 5-4	191,425

Such a sale was never before known. The highest price ever obtained was, we believe, in 1824, when 4,000 rupees a chest was given for a large quantity. Yesterday the same drug averaged 235 rupees!

The government, we understand, were urged by some of their own officers to postpone the sale, but being apprehensive of some claim for compensation, or other pecuniary demand arising out of any change in their published terms, they determined, it seems, to sell at any sacrifice. Hardly a European purchaser appeared, except the representatives of one Bombay house, who vainly endeavored to keep the price up a little. The parties who wished the sale postponed for the sake of their friends in China now say, that as Mr. Lin is furnished with a Portuguese Secretary, who is versed both in Chinese and English, this public proceeding of the Bengal Government will be immediately conveyed to him, and will induce the Chinese to insist upon still harsher terms, as they will disbelieve in the sincerity of the English in their agreement to suppress the trade.

May 31.

We said the other day that we believed that the highest prices ever given for a chest of opium at the company's sales was 4,000 rupees some time in 1824. On looking over Phipps's "China and Eastern Trade," however, we find that, anterior to that date, a still better price was obtained, as much as 4,545 rupees having been given for a chest of Behar opium. But our readers may like to see the passage.

The following are the prices at which the company sold their opium at Calcutta, at the period annexed:—

1,789,	-	-	from 442 to 581	Ra. per chest.
* 1,793,	-	-	" 474 " 586	do.
1,801,	-	-		738 do.

The maximum price of Bengal opium at the Calcutta sales was in 1821-22, at which

2,725 chests Behar, averaged per chest†	-	3,953
508 do Benares, do do	-	4,367

The minimum price since 1801 (up to 1834-35) was in 1833-34, as follows:—

8,276 chests Behar, averaged per chest	-	962
3,947 do Benares, do do	-	929

Of the Company's profits by opium sold at Calcutta in former years, and of its vast augmentation in later days, some idea may be formed from the following rough memorandum :

In 1789-90 Rupees ten and half lacs.

" 1790-91 " thirteen do.

" 1791-92 " nearly fourteen do.

" 1792-93 " fourteen and half do.

" 1793-94 " nearly eighteen do.

" 1821-22 one crore and twenty lacs of Sicca Ra.

This was the greatest year on record. By the sale of the 28th instant, the government must, of course, have sustained a considerable loss.

* Up to this period opium was cultivated at Rungpore, Bhaugulpore, and Purnea, as well as in Behar and Benares; to which two latter provinces it has since been restricted.—The drug from the former places was inferior to that of Patna and Benares.

† The highest 4,545 rupees.

Fifty Years' Work.—Half of a century ago, Ohio was a wilderness. In the year 1839, that state has a population of one million five hundred thousand inhabitants; one large, splendid and dense populated city, and hundreds of thriving towns; 1010 post-offices; 6 incorporated cities; 33 banking companies; 10 colleges and principal seminaries of learning, together with public institutions for the insane, the deaf and dumb, and the blind.—*Times.*

Rates of N. Orleans Steam Tow Boats.

The following rates have been agreed to by all the owners, and will be most strictly observed.

From the Levee to the Bar.

Vessels under 50 tons, will be charged	-	\$20
over 50 and under 150, 40 cents per ton.		
of 150 do 200 tons,	-	60
do 200 do 250	-	75
do 250 do 300	-	90
do 300 do 350	-	100
do 350 do 400	-	110
do 400 do 450	-	125
do 450 do 550	-	150
do 550 do 650	-	175
do 650 do 750	-	200
do 750 do 850	-	225
do 850 do 950	-	250
do 950 do 1050	-	275

From anchorage inside the Bar to sea, or vice versa.

Vessels under 100 tons,	-	\$20
of 100 tons and under 200	-	30
do 200 do 250	-	40
do 250 do 350	-	50
do 350 do 450	-	60
do 450 do 550	-	70
do 550 do 650	-	80
do 650 do 750	-	90
of 750 do and upwards,	-	100

From the bar or inside the bar to city.

Vessels under 200 tons \$1 per ton.		
of 200 tons and under 225 tons	-	\$200
do 225 do 250	-	225
do 250 do 300	-	250
do 300 do 350	-	275
do 350 do 400	-	300
do 400 do 450	-	325
do 450 do 500	-	350
do 500 do 550	-	375
do 550 do 600	-	400
do 600 do 650	-	425
do 650 do 700	-	450

And so on in like proportion for all larger vessels.

From the head of the S. W. pass to the city.

Vessels under 200 tons, 90 cents per ton.		
of 200 tons and under 250 tons,	-	\$200
do 250 do 350	-	225
do 350 do 450	-	250
do 450 do 550	-	300
do 550 do 650	-	350
do 650 do 750	-	375
do 750 do 850	-	400
do 850 do 950	-	450
do 950 do 1050	-	500

From Fort Jackson to city.

Vessels under 200 tons 85 cents per ton.		
of 200 tons and under 250 tons,	-	\$180
do 250 do 350	-	200
do 350 do 450	-	225
do 450 do 550	-	275
do 550 do 650	-	310
do 650 do 750	-	340
do 750 do 850	-	360
do 850 do 950	-	410
do 950 do 1050	-	450

From Grand Prairie to the city.

Vessels under 200 tons 75 cents per ton.		
of 200 tons and under 250 tons,	-	\$160
do 250 do 350	-	180
do 350 do 450	-	200
do 450 do 550	-	230
do 550 do 650	-	275

do 650	do 750	-	310
do 750	do 850	-	340
do 850	do 950	-	380
do 950	do 1050	-	420

From Johnston's to city.

Vessels under 200 tons 65 cents per ton.		
of 200 tons and under 250 tons,	-	\$140
do 250 do 350	-	160
do 350 do 450	-	185
do 450 do 550	-	215
do 550 do 650	-	250
do 650 do 750	-	280
do 750 do 850	-	310
do 850 do 950	-	350
do 950 do 1050	-	390

From Poverty Point to city.

Vessels under 200 tons 55 cents per ton.		
of 200 tons and under 250 tons,	-	\$140
do 250 do 350	-	150
do 350 do 450	-	165
do 450 do 550	-	190
do 550 do 650	-	225
do 650 do 750	-	250
do 750 do 850	-	280
do 850 do 950	-	320
do 950 do 1050	-	350

From M'Call's to city.

Vessels under 200 tons 45 cents per ton.		
of 200 tons and under 250 tons,	-	\$110
do 250 do 350	-	120
do 350 do 450	-	140
do 450 do 550	-	165
do 550 do 650	-	195
do 650 do 750	-	225
do 750 do 850	-	250
do 850 do 950	-	285
do 950 do 1050	-	320

From English Turn to city.

Vessels under 100 tons,	-	\$30
of 100 tons and under 150 tons,	-	40
do 150 do 200	-	55
do 200 do 250	-	75
do 250 do 350	-	100
do 350 do 450	-	125
do 450 do 550	-	150
do 550 do 650	-	175
do 650 do 750	-	200
do 750 do 850	-	225
do 850 do 950	-	250
do 950 do 1050	-	275

Towing through the English Turn.

Vessels under 150 tons,	-	\$25
of 150 tons and under 200 tons,	-	35
do 200 do 250	-	45
do 250 do 350	-	55
do 350 do 450	-	65
do 450 do 550	-	80
do 550 do 650	-	100
do 650 do 750	-	120
do 750 do 850	-	140
do 850 do 950	-	160
do 950 do 1050	-	180

MOVING VESSELS.

From Slaughterhouse point to the Levee at any point between Canal street and the lower tobacco warehouses, and vice versa.

Vessels under 100 tons,	-	\$15
do 200 "	-	20
do 400 "	-	25
of 400 " and upwards,	-	30

Five dollars addition with anchors down.

From Slaughterhouse point to the Levee at any point between Canal street and Millaudon's press in the 2d Municipality, and vice versa.

Vessels under 100 tons,	-	-	-	\$20
do 200 "	-	-	-	25
do 400 "	-	-	-	30
of 400 " and upwards,	-	-	-	35

Five dollars in addition with anchors down.

From Canal street to the lower tobacco warehouses at any point between the limits, and vice versa.

Vessels under 100 tons,	-	-	-	\$10
do 300 "	-	-	-	15
of 300 " and upwards,	-	-	-	20

Vessels moved from the limits between Canal street and the lower tobacco warehouses to any point in the 2d Municipality.

Vessels under 100 tons,	-	-	-	\$15
do 300 "	-	-	-	20
do 400 "	-	-	-	25
of 400 " and upwards,	-	-	-	30

Vessels moved from the limits between Millaudon's press and the lower tobacco warehouses to ship yards on the opposite side of the river, will be charged the same rates as if moved from Slaughterhouse point to the Levee.

All vessels to be charged for American tonnage.

When foreign vessels are not measured, they will be charged 20 per cent. in addition to their registered tonnage.

All vessels while in tow of the boats will be considered at their own risk—and vessels taken astern will be charged the same as if towed along side, and in proportion to the distance they may be towed, should they be cast off in consequence of bad weather or for any cause beyond the control of the master of the boat.

When any vessel is towed in or over the bar and proceeds up the river under canvass, and the boat reserves a berth for her, she shall be bound to pay from the point where the engagement shall have been made.

Vessels on shore or in distress, that require the aid of a boat, will be charged as per agreement between the masters of the boat and vessel.

N. B. In all cases where cargo is received on board, it is understood to be at the risk of the ship or vessel, either as it regards damages or loss; neither will any receipts be given by the master or officer of said boats for goods received on board of them but the masters of vessels may send such persons as they may think proper to take charge of them.

Vessels requiring the aid of two boats to get over the bar, will be charged as follows:

All vessels under 450 tons,	-	-	-	\$50
do over 450 "	-	-	-	75

N. B. In the event of the boats not being able to get the ship or vessel over the bar, after a fair trial, such price will be charged for the services so rendered as the nature of the case requires; not however to exceed the prices above named.

Vessels without rudders, or when the rudder is broke, so as to render them unserviceable in steering the ship or vessel, will in all cases be charged double the above rates.

☞ All towage down will be payable on the arrival of the steamers at the Pilot's Station at the S. W. Pass or Balize.

PASSENGERS.

Cabin passengers from the bar to the city,	-	-	-	\$10 00
do do City to the bar,	-	-	-	9 00
do do Fort Jackson to city,	-	-	-	8 50
do do City to Fort Jackson,	-	-	-	4 00

Deck passengers half the above prices.

RATES OF PILOTAGE.

Three dollars and a half per foot for all class of vessels in or out.

From the Baptist Advocate.

AMERICAN ABORIGINES.

The region assigned for the permanent location of all the Indians residing within the territories of the United States is bounded as follows:

Beginning at the source of the Puncah river; thence down the same to the Missouri river; down the Missouri to its junction with the Kawzan river; thence south on the western line of the state of Missouri, to the state of Arkansas; thence southwardly on the western line of that state to Red river; thence up Red river to a point two hundred miles west of the state of Arkansas; and thence northwardly to the beginning. Making a tract of little over six hundred miles long, from north to south, and two hundred miles wide, from east to west.

So little is known of the remote tribes that we cannot safely attempt to state either their names or numbers. The estimate of their numbers, given below, has been made with much care by comparing the whole region inhabited by them with nearer districts, within which the numbers are well known, making allowances for climate, &c. &c.

Population of the tribes indigenous within the district, 21,660
Number of emigrants, is 73,200

Total, within this district, 94,860

Within the territory above described, which is designed for the permanent residence of the Indians, it is contemplated to accommodate all the tribes and remnants of tribes east of the Mississippi river, and the portion of the Sacs and Foxes west of that river, and north of the state of Missouri.

When all shall be thus located, the aggregate will be 140,682 souls.

Twenty-three tribes have already received assignments of land. These assignments are described by the surveying of the exterior boundaries of each tract. A large portion of these surveys has been made.

To each tribe a *PATENT*, in due form, signed by the President of the United States, will issue from the General Land Office. The Cherokee patent is the first ever given to an Indian tribe. Patents at once change the tenure by which Indians hold their lands. Hitherto both the Indians and the whites allowed that the chiefs and principal men were competent to alienate the lands of the tribe. A patent secures to every individual of the tribe an equal right in the land, and the right of one cannot be alienated by another. The members of an Indian tribe have never been known to consent, unanimously, to a sale of their lands. Had any tribe held land on the east of the Mississippi river, by patent, the whole of the tribe could not have been removed by purchase; and if their lands had been taken without a fair bargain with the real owner, the latter could recover damages by our laws with the same certainty that protection is secured in cases of trespass upon the lands of citizens of the United States.

The pressure of the white population upon that of the Indians on the east of the Mississippi, and which has occasioned the emigration of the latter to the west, has, in all cases, been under the sanction of law, commonly predicated upon state claims. With these state claims every tribe between the Mississippi river and the Atlantic, has been incumbered ever since the Europeans made settlements in this country.

Within the appointed Indian territory, these state claims do not exist. The United States government conveys it to the Indians in the same manner that it conveys land to its own citizens.

The preceding important information is contained in a recent letter received from Rev. Isaac McCoy, of Westport, Jackson county, Missouri.

Camden, N. J. November 9.

The Great Bear.—Mr. Bodine Coffin, son of W. Coffin, Esq., Postmaster at Hammonton in this county, on the 4th inst. killed in that neighbourhood, a bear which weighed over four hundred pounds, and the fat of it in some places, was four inches thick.—This, observes Mr. Coffin, one of the oldest and most respectable residents of that part of Gloucester county, "I can truly say was the greatest of the kind I ever have seen."—*Republican.*

MARINE HOSPITAL, }
November 2, 1839. }

At a meeting of the Commissioners, held this day, the Physician, Dr. B. B. Strobel, made the following report, which was ordered to be entered on the journals, and published in the city papers. By order of the board,

ABRAHAM JONES, Steward,

Report of the number of patients received into the Marine Hospital, city of Charleston, from the 1st of November, 1838, to, and including the 31st of October, 1839.

1838, Nov.	number of patients in the Hospital	23	
"	" admitted this month,	40	died 3
Dec.	" admitted this month,	43	do. 1
1839, Jan.	" admitted this month,	38	do. 0
Feb.	" admitted this month,	37	do. 0
March,	" admitted this month,	29	do. 1
April,	" admitted this month,	38	do. 2
May,	" admitted this month,	21	do. 1
June,	" admitted this month,	47	do. 6
July,	" admitted this month,	49	do. 8
August,	" admitted this month,	26	do. 8
Sept.	" admitted this month,	34	do. 4
October,	" admitted this month,	31	do. 1

Whole number for the year, 456 35
Of whom died, 35
Remaining in Hospital, 24—59

Number discharged, cured, 397

During this year there were admitted with Yellow Fever, 93.

1	admitted 2d day of disease,	died 6th day,
1	do. " do. do. do.	7th "
1	do. " do. do. do.	12th "
1	do. 3d do. do. do.	6th "
1	do. " do. do. do.	7th "
1	do. " do. do. do.	19th "
2	do. 4th do. do. do.	6th "
3	do. " do. do. do.	8th "
1	do. " do. do. do.	12th "
2	do. 5th do. do. do.	6th "
1	do. " do. do. do.	7th "
2	do. " do. do. do.	9th "
1	do. 6th do. do. do.	7th "
1	do. " do. do. do.	8th "
1	do. 8th do. do. do.	9th "

Whole number of deaths 20

Cured, 73

During the year there have also died in the Hospital:—

1 of General Decay.	3 of Country Fever.
1 of Consumption.	2 of Mania A'Potu.
1 of Bilious Fever.	1 of Marasmus.
1 of Bronchitis.	1 of General Debility.
1 of Rupture of Brain.	1 of Convulsions.
1 of Accident.	7 from other column.

15 deaths, various diseases.
20 do. from Yellow Fever.

Total deaths for the year, 35

B. B. STROBEL, M. D.,
Physician of the Marine Hospital.

November 1, 1839.

Important Invention.—A new mode of constructing berths on board of ships has been devised by which a level position is always preserved, notwithstanding the rolling of the vessel. The design is said to be very simple, and the space required is not greater than that which ordinary berths occupy. The inventor of this useful contrivance is Mr. Arthur Guinness, a native of Dublin, well known in this country as an able machinist. If the plan of these new berths shall be found to succeed fully, the discovery will be one of no small importance to all passengers subject to sea sickness.

* One of these will probably die.

Ships of War struck by Lightning.—It appears, by the Parliamentary returns, that there have been 174 cases of damage by the electric fluid to vessels of the British navy alone since 1793. It appears, in about 100 of these cases, of which the particulars have been fully ascertained, that one-sixth of the ships were set on fire in some parts of the masts, sails or rigging; in one-half these cases some of the crews were killed, wounded, or both; the total numbers ascertained being 60 seamen killed, and 114 wounded. This does not include one instance in which the number of "seamen killed" is mentioned as "several;" and other instances, in which a frigate of 44 guns (the *Resistance*.) the *Loup Cervier*, a sloop of war, and the *York*, of 64 guns, were seen at sea, just previously to a severe storm of lightning, and were never seen after. There are also twelve cases in which there is no exact return, though the killed and wounded were set down as "several." Independent of the actual damage and loss of life, there is another bad effect produced—namely, a general panic, and fearful impression made upon the sailors' minds, as took place in the *Thetis*, 74, when blockading Cape François, when that ship was struck by lightning, the people rushed up the hatchways, and were with difficulty prevented from jumping into the sea. Likewise the *Cambrian*, off Plymouth, the lightning struck the foretopmast head, passed by the topsail-sheet to the bits, where it killed two men, and wounded many others; it then swept along the waist of the ship, striking down all in its way; several wounded men were taken below—many of them were insensible. A similar result occurred on board the *Repulse*, 74, struck by lightning in the Mediterranean, when 11 men were killed and 10 wounded, and the greatest alarm prevailed amongst the seamen for a long time after, whenever there was any appearance of lightning: and its effects were so dreadful in the fleet under Lord Exmouth, off Toulon, from repeated and fatal visitations, that his lordship gave a general order to prevent the men being sent aloft during the prevalence of lightning, except in cases of the greatest emergency.

Important Surgical Operation.

Messrs. Editors.—There having been but few persons present at the surgical operation which was performed at the Alms house last week, (Oct. 30,) it is probable that no notice of it has been communicated to you; and yet the event is one which deserves to be commemorated, as well for the credit of our city and district as for that of an estimable and talented fellow townsman, Dr. Thomas Miller, by whom the operation was undertaken. The successful performance of such an operation would be considered a feat worth boasting of by the most distinguished and skilful surgeons of England or France.

The subject was a coloured man, named George West, upwards of 60 years of age, whom, perhaps, many of your readers may have remarked in our streets disfigured by an enormous tumor attached to the left side of the throat and jaw.—The size and appearance of this tumor may be judged by the fact that, after removal, it weighed seven pounds and a half, and measured nine inches in diameter—probably the largest tumor ever recorded to have been successfully operated on. The operation lasted about one hour and twenty minutes, during which I understand that near thirty arteries were tied. A spectator would have been at a loss which most to admire, the fortitude of the patient, or the admirable skill, self-possession and gentleness of the operator and his assistants, Doctors Hall, Sewall and May, (late professor of surgery in the University of Maryland.)—*At. Intcl.*

Capitol of Iowa.—In the city of Iowa, recently founded, and destined to be the future capitol of the new territory, one hundred lots offered at auction, brought about \$17,000.

A new channel in the Mississippi.—From the Iowa Patriot, we learn that the engineer now engaged in improving the channel of the Mississippi, has succeeded in cutting a good passage through what is called the English channel, which heretofore has been considered an achievement barely within the range of possibility.

From a Correspondent of the Bangor Whig.
BANGOR.

In leaving Bangor in a steambot, though only for a short trip, I am thereby reminded of the difference which has taken place in our city, and throughout the country, in the mode of travelling between the present time and only twenty years since. I say twenty years, because it is about twenty years since I left the parental home, and in the good sloop "Betsy" took passage for Bangor, where we arrived in safety, after eight days toil. The usual mode of travelling then, from Bangor was, by the lumber coasters; in which passengers, male and female, were stowed away in the few berths in the cabin, or *sprawled* around upon the uncarpeted floor. There was indeed, a *semi-packet*, with a few extra berths hung round with a narrow and rather scanty red bombazette frill. But mean as these accommodations may now be considered, they afforded the best means of conveyance between Bangor and Massachusetts, and during the rainy seasons in the spring and fall—the only conveyance; for instead of three daily stages west, as now, the mail was carried once a week only, and then on horseback between Bangor and Augusta. During the winter, to be sure, Moses Burley conveyed the mail, and occasionally a passenger or two in a sleigh with a tandem team; and during the summer in a rickety covered wagon! We remember them well! For they frequently required to be patched in their upper stories, and as I was the younger Knight of the awl and thread, it became my duty to perform it! Then there was no mail route to any of the towns above Bangor, and the old Register in the monthly advertisement of the Postmaster, of two fingers long enumerated letters for the whole region round about. These reminiscences (!) have brought vividly to mind the appearance of the village as it then was. There were but five brick buildings erected, including the old distil house, that has since been removed to give place to the City Point Block. There were but eighteen stores—a few mechanics' shops—one bridge, and that the Kenduskeag, where toll was required—the Court House, now City Hall—a wooden jail—three taverns, and a few dwellings. The largest religious society, now comprising the societies under the pastoral charge of Mr. Pomroy and Mr. Maltby, assembled for religious worship in the Court House, under the charge of that excellent man, Rev. Mr. Loomis; the Baptist society held their occasional meetings in the Hall of Leavitt's brick stores, now occupied by Pond and French; and the Methodist society occupied occasionally, an old wooden school house that stood on State street.—But enough of old times. The present, so far as Bangor is concerned, is too well known to require a word from me.

The steamer Portland, capable to my certain knowledge of carrying about four hundred persons, and giving them a good breakfast, now pushes its way along,

"Against the wind, against the tide,"

on the bosom of the Penobscot, bearing her precious freight amid the most enchanting scenery, on one of the loveliest mornings that ever opened its eyes to light and bless our world.

PACKETS vs. FRIGATES.

We understand that on the passage of the Frigate United States, round from Boston, a sailing match accidentally took place between the Frigate and one of our Packet ships, which resulted in favour of the latter. The packet ship Siddons, Capt. Palmer, bound from Liverpool to this port, made the frigate about twelve miles dead to windward, and in the course of nine hours was within a mile of the frigate, when it fell calm. The United States is considered the swiftest frigate in the Navy, and this perhaps is one of the few opportunities to try the sailing between national and private ships that has been recently afforded.

In former times it was considered impossible for any merchantman to sail with a States vessel. Now the former seem to have a decided advantage. The advancement in the science of merchant ship building, has been great indeed. The model of a New York built ship, together with her strength and beauty, are both a subject of admiration in all parts of the world where she may happen to be. We wish we could

add that there had been the same improvement in our Navy. The establishment of a Naval Board of Commissioners, appears in the view of many to have been the cause, and a fatal one too, to all improvements that are going on, and if they did, their prejudices are too great to admit of any innovation or improvement in the Navy.—*N. Y. Express*.

Iron Ore.—Several of our practical and scientific gentlemen visited the mines of Charles Lawton, Esq., on Monday last, for the purpose of examining the veins of ore, which have been cut in his tunnel. Mr. B. Perry, who was present, gave as his opinion, that the ore was of an excellent quality, eligibly situated for working, with a soft matrix for undermining, and to all appearance inexhaustible.

These continued discoveries of mineral wealth in our region are cheering in the extreme. They tend to give permanency to our prosperity, to stimulate our citizens under the pressure of existing business difficulties, and to offer still greater inducements for capitalists to invest in our region.—With such views, we shall continue from time to time to notice the discoveries of all iron veins which are well defined, and profitable for working. Every day shows that our region teems with this valuable metal, and in no instance, have finer veins been opened than on Mr. Lawton's tract. He has three veins in immediate juxtaposition of 10, 4, and 18 inches in thickness, embedded in a soft argillaceous slate; and immediately under the second Gate vein, there is a development of about eight feet of ore, intersected by soft slate, useful for mining purposes, and which our iron men, of opinion will yield remarkably well.—*Miners' Jour.*

Progress of Anthracite Furnaces.—In addition to several stacks, which will be erected during the next year, in our immediate vicinity, there are many others to go into immediate operation. Messrs. Farr & Kunzie, will blow in soon, at Spring Mills, under the charge of Mr. B. Perry.—This work has been retarded by the raising of a dam by the Navigation Company, which has deprived it of water power. Reeves, Whittaker & Co., have it in contemplation to use Anthracite in their present charcoal furnace at Phoenixville, Burd Patterson, Esq., has one at Roaring creek, and Mr. George Patterson one at Danville, and there will be two in operation soon at Middletown.

Thus we see that the enterprise of our Pennsylvania iron masters is taking immediate advantage of this most important discovery, and we have every reason to believe that in a few years, it will totally supersede the use of charcoal, as being more economical and producing iron of equal quality.

The following description of the Pittsburg Wire Works, the property of our fellow citizen Thomas Wickersham, Esq., is given in Harris's Intelligencer.

This is the only manufactory of wire in the city of Pittsburg. The iron is taken in the billet and reduced to the finest wire. The rolling mill attached to the establishment is capable of working up 600 tons of iron per year. The wire mill furnishes two tons of wire per week, of all numbers, large and small. As only the best Juniata iron is used in the fabrication of this wire, and Sanderson's steel for drawing it, the manufacturers confidently warrant it equal to any made in the eastern or western country. The manufacturing department is under the superintendence of Mr. Isaac Wickersham, who has been engaged in the wire business for the last 30 years.

We have visited this establishment in our walks this week, and feel gratified to find it one among the manufactures of our city and country to make us independent of Great Britain.

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From the Peoria North Western Gazetteer.

The Oregon Expedition.

Mr. Obediah Oakley, one of the party who left Peoria, in May, for Oregon, returned home on Sunday last, having separated from his companions in the Rocky Mountains. From a conversation with him we have gathered the following outline of his journey and adventures.

The company, it will be remembered, consisted, on leaving Peoria, of fifteen members. At Quincy they were joined by another; all of whom reached Independence, Mo., the 20th of May, twenty days after leaving Peoria. We presented in July, a letter from Mr. Farnham, the commander of the party, written about this time, and another from Mr. Smith, one of the company. The narrative now given will commence where the other left off.

At Independence two more joined the company one of whom, Mr. Shortess, had been once before to the mountains, and now offered to act as guide. He was about 45 years of age, and soon proved himself to be of a reckless and unprincipled character. The other was a young man named Pritchard, recently from one of the Eastern states. Before leaving Independence they exchanged their wagon and some of their horses for other horses and pack mules. Where these are purchased the prices are from 60 to 65 dollars.—They bought also a quantity of articles such as knives, lead, vermilion and a few trinkets, with which to trade with the Indians. One mule, which belonged to the party in common, carried their tent, two kegs of powder, and a few other articles. The other mules, of which each member for the most part owned one, carried the provisions, clothing, and other property of each. The provisions amounted to 200 pounds of flour, 150 pounds of bacon, besides sugar, tea, coffee, and minor groceries. Upon the riding horses they carried their rifles, blankets, and some extra clothing.

Thus mounted and provisioned, the company, eighteen in number, left Independence the 29th of May, on the Santa Fe road, which is a distinct wagon track. The first adventure they met with was the loss of two horses the following night, while they were encamped five miles from Independence. The owners returned to that town the next day, and recovered them, though this ill luck was but the precursor of worse that was to follow, as will appear in the sequel.

Ten miles further, and fifteen from Independence, brought them to the western boundary line of Missouri, where Mr. Fitzhugh resides in a log cabin, and this was the last house they saw until they reached some of the posts of the American Fur Company.

A day or two afterward, when they had reached Elm Grove, forty miles from Independence, and had there encamped for the night, they discovered that two other horses were missing. As they had doubtless returned to Independence, the owners started in pursuit, while the remainder of the company, after halting a day at the Grove, continued on leisurely, so that the absentees might soon overtake them. This they did, with the recovered horses, about a day and a half afterward, and the company met with no further delays from this source. Their practice at night, after unlading the horses, was to "stake" them in the prairie, i. e. to drive notched stakes into the ground, to which they would fix one end of the halter, giving the animals sufficient play to enable them to feed in abundance. The ground thus far had been soft and mellow, so that the stakes were easily drawn by the hor-

ses; but afterward it became harder and firmer, so as effectually to secure them.

At the Osage river, about 100 miles from Independence they were agreeably surprised at meeting a returning party who had passed along a few days before them to assist Capt. Kelly's Santa Fe company, bound to the latter place, over the worst part of the road. It consisted of seven wagons, with a proportionate number of men. They had assisted the company to Council Grove, 50 miles beyond, and were now on their return. Though our adventurers had been but a week from Independence, during which they had not seen a human being, the sight of a fellow countryman now kindled the warmest feelings of sympathy in their hearts, and three of them resolved at once to return. These were Orin Garrett and Thos. Pickett, of Peoria, and young Moore, of Quincy. Here also two Caw Indians, the first of any tribe they had seen, came to the camp, and received from the party some trifling presents. On the next day they saw 30 or 40 of the same tribe, all of whom were very peaceable. They were returning from a hunting excursion, and were entirely ignorant of our language.

The Osage river is here about 80 yards wide, and about knee deep. It was consequently forded with ease and safety, and on returning Mr. Oakley found it nearly dry. The face of the country thus far was a rolling prairie, with no timber save a very few small groves at a distance from the road on the right and left. Two or three inconsiderable streams had been crossed, but they also were for the most part destitute of timber.

Parting with the Santa Fe escort the next day, the party continued on to Council Grove, 50 miles further, which they reached on the 6th of June, 10 days from Independence.—The distance is 150 miles. They had consequently travelled, including stoppages, 15 miles a day. Here they rested a day to repair their pack-saddles and other damages.

On the 12th, while pursuing their journey, they were overtaken by a tremendous storm, more awful than anything they had ever before seen or read of. The thunder was petrifying, and the lightning appalling beyond description.—How they escaped with their lives seemed a miracle. Mr. Oakley's gun, which he held in his hand, was struck from him, and he nearly thrown from his horse. The others were more or less affected by the subtle element. Mr. O. thinks more rain fell in fifteen minutes than he had ever known to fall here in the severest storm during a day. The effect of this deluge in swelling the streams which the party had to cross, will be seen hereafter.

The same evening they overtook Capt. Kelley's company, bound to Santa Fe, to which reference has already been had. It numbered fourteen wagons and twenty-nine men. With them our adventurers were invited to encamp for the night, an offer which they gladly accepted, as they had no wood, nor was a tree to be seen. The wagons, however, were plentifully supplied, having brought it with them. No water was to be had save that which had fallen a few hours before, and which they scooped up from pools in the prairie.

By this time the provisions obtained at Independence were nearly exhausted, and they had met with no game to shoot. It became therefore necessary that the party should divide, by choosing hunters to go ahead and procure a supply. Messrs. Oakley, Shortess, Jordan and Fletcher were chosen accordingly, and they set out on the following morn-

ing. As this portion of the history most abounds in incident, we shall give in brief each day's progress.

June 13. The four hunters, leaving with the main party all the provisions, set out, themselves destitute, in search of game. They soon saw some elk, two of which they wounded, but they afterwards escaped. At 4 in the afternoon, when within eight miles of Little Arkansas river, they met a trading company, consisting of thirty odd men and ten wagons, loaded with peltries from the Rocky Mountains, under the command of Mr. Bent, who resides at Bent's fort, on the Arkansas river. With it were also two hundred sheep, bound for a lower market. By this company the hunters were kindly treated and feasted for the night. Captain Bent informed them that he had lost from his caravan, since he left home, thirty mules and seven horses, which had strayed away, and requested, if they found them, to take them in charge and leave them at his fort as they passed it. He also said they would find plenty of buffalo meat the next day at Cow Creek. To-night another rain visited the company but little less severe than that already spoken of.

14. Separating from the company just mentioned, the hunters continued on, and in eight miles reached the Little Arkansas. Though about such a stream as the Osage, between thirty and forty yards wide, it was now prodigiously swollen, being at least fifteen feet deep, and running with great velocity. As it was impracticable to cross it, the hunters planted themselves leisurely upon its bank, took out their fishing lines, and commenced fishing. In a little while they caught twelve catfish, "fat yellow fellows," which proved to be of excellent flavour. They made a fire on the spot, and proceeded to roast one on the coals, and though they had no seasoning, the meal was a very grateful one. While thus engaged, three men of Capt. Bent's company, who had been left behind to hunt for the stray mules and horses, appeared on the opposite side of the river after an unsuccessful search. As they were destitute of food, and the surest resource lay in overtaking the company they had left, the river was to them a feeble obstacle. Immediately on reaching it, they drove in their horses, who swam directly across, then stripped themselves and followed their example. One of them, a Spaniard, whom familiarity with the water had rendered half amphibious, took the saddle from his horse and held it in one hand, while he swam across with the other. They had eat nothing for three days. Another fish was consequently laid on the coals and speedily devoured. After spending the night together, the hunters sent by the strangers some fish to Capt. Bent, and after leaving three of the largest in the water for their comrades, when they came up, and to which their attention was directed by a signal, they prepared to cross the river.

As a supply of meat became more and more desirable, the hunters determined to leave their baggage at the spot where they had encamped, and go forth unencumbered in pursuit of buffalo. After riding seven miles and finding none, it was arranged that two should go back for the baggage, and take it on to a point named, — Walnut creek grove, — while the other two should sweep the country, and meet the others at sundown. Oakley and Jordan went back for the baggage, and Shortess and Fletcher continued the hunt. As the former, in prosecuting their journey, approached the grove about sundown, Jordan said he saw the glint of a gun barrel and that there must be Indians. They stopped to consult, when Jordan was for returning; but Oakley said that would be useless, as the Indians, if such, must have seen them first, and would speedily overtake them. He was therefore for going boldly forward and meeting the worst. As they advanced they saw oxen and soon discovered the party to be a company of traders. They were bound for Santa Fe, and numbered 93 men with 53 wagons. Our adventurers met with a severe reprimand from them for travelling in the exposed manner they did, subject to be met almost hourly by Indians, who would prove hostile or friendly, just as their inclination or their wants at the moment might prompt. After dark, Shortess and Fletcher arrived, without having killed anything. The four had been three days with but one meal of catfish to eat. With the Santa Fe company, however, they once more fared sumptuously. They here discovered the

reason why they had found no buffalo on and around Big Cow Creek, as Captain Bent had told them they would. — The Caw Indians, who hovered around and in front of this company, had driven them off, that they might enhance their value, and by killing them themselves, sell the meat at a good price to the traders.

18. The four hunters being somewhat in advance of the company, saw seven buffalo bulls and gave chase. They were seen by the company about the same time, and some of their best men started in pursuit, but Jordan and Fletcher, having the best horses, kept ahead. The bulls, as the pursuit continued, separated and fled in different directions; but one was run down after a chase of two miles and a half by the two hunters named, and easily killed. He weighed about nine hundred pounds. After taking the fleece, i. e. the most fleshy parts, weighing about three hundred pounds, and leaving the carcass, they loaded their horses and returned to the company. This was the first buffalo they had killed, and they found the meat superior in flavour to any they had ever eaten. The bulls are far before our domestic cattle, and the cows as they afterwards proved, as much excel them as the meat of a tame heifer exceeds that of the male in our markets. The flesh now obtained they "jerked," and it lasted five or six days.

19. Two of the hunters went back with a portion of the buffalo to meet their comrades, from whom they had now been separated six days. They found them eight miles back, with nothing to eat, having in this interval killed but one antelope. They had found the fish also, and previously met Capt. Bent's company. They had also found his stray mules and horses and now had them in company. (On leaving them afterwards at Bent's fort, Capt. B's brother generously presented the company with two mules and two hundred pounds of flour for their trouble.) The same day the whole party overtook the Santa Feans who had proceeded but six miles from where the two hunters separated from them. All encamped that night at Pawnee fork. The Caw Indians, before spoken of, had killed sixty-two buffaloes, so that provisions were most abundant; but their mode of jerking it was anything but cleanly, and none of Capt. Farnham's party, as they had plenty of their own, partook of it.

28. Reached the Santa Fe crossings of the Arkansas river this afternoon. The distance is computed to be 450 miles from Independence, and one month had just been consumed in the journey. Here it became necessary that the two companies should separate, the larger to continue the plain beaten road to Mexico — the other to penetrate the trackless wilderness to the mouth of the Columbia. In view of the latter prospect, three of the company became discouraged, and determined to join the Santa Fe party. They were Q. A. Jordan, Chauncey Wood and young Pritchard. The others maintained stout hearts and responded to the motto of their leader, "*Oregon or the Grave.*"

The most prominent point after leaving the Santa Fe crossings on Arkansas river, is Bent's fort, 160 miles further up that stream. The route is along a tolerably distant wagon track, and they reached the fort on the 5th of July, six days after leaving the crossings. On the way, in consequence of the mutinous and diabolical spirit manifested by a few of the company, Capt. Farnham threw up the command, and thenceforward abjured all control. Thus they arrived at the fort without a leader. The fort is an enclosure of about one quarter of an acre, with several rooms attached to the walls, capable of accommodating 100 men. It contains 1000 stand of arms and one brass cannon, the force being intended to intimidate the surrounding Indians, and keep the hostile in check.

The Arkansas river is about as wide as the Missouri, and the water of the same colour, though far less deep and rapid.

After spending six days at the fort, the party prepared to leave, when it appeared that the spirit of disaffection, to which reference has been made, had resulted in a division of the company into two parties. One, and the largest, was composed of Shortess, Moore, Fletcher, Fash, Kilburn, Yates, Homer, and Cook, with Shortess for their leader. The other was composed of Farnham, Oakley, Smith, Wood, Blair, Kelly and Osa, with Kelly for their leader and guide. He

was a Kentuckian who had been in the mountains for eleven years, and who here joined the party. Blair had joined at the Santa Fe crossings, and Osa was a Spaniard, who had for some time resided at the fort or in the neighbourhood.

Both parties left the fort on the 11th of July, with the design of reaching the Columbia river—Shortess' for Bent and Sublette's fort on the south fork of Platte river, 220 miles distant, by a plain wagon road—and Kelly's for Brown's hole in the Rocky mountains, a route estimated to be 200 miles nearer. The tent was left at Bent's, and such a division made of the other property held in common as could be agreed upon.

July 18. At ten o'clock entered the Rocky mountains by a ravine, and were soon saluted by a tremendous hail storm. The heights around were covered with snow, and the atmosphere indicated a degree of cold about equal to freezing.—For some nights past, whenever the weather was clear and still, there had been sharp frosts.

20. Killed a buffalo bull, an antelope, and a mountain hen, called by the hunters sage cock. While dressing the buffalo, a multitude of others came round, bellowing and pawing as if they would revenge the murder. The men sprang to their horses and guns, expecting the enraged animals would tear them to pieces. After a while, however, they retreated.—The road to day was equally rugged with that of the two last, and the mountains destitute of trees save here and there a hemlock, pine, balsam or willow. The latter were generally seen on the banks of the streams.

21. Saw several fresh tracks in the sand, which their leader and guide (Kelly) pronounced to be those of Indians. As these were to have been expected, the event produced no other change than to cause the party to keep a better look out. Encamped to-night in a beautiful valley called the Bayou Selard, 28 miles from the head of the south fork of the Platte. It is a level prairie, thirty miles long and three wide, and was covered with a thick growth of flax, which every year springs up spontaneously.

22. Made between 18 and 20 miles, in the course of which they crossed a branch of the south fork of Platte.

23. Crossed the dividing ridge between the stream just mentioned and Grand river, the first western water emptying into the Gulf of California. They were consequently on the back bone of the western continent, and descending towards the Pacific ocean.

26. Found to-day the clearest and best water they had ever drunk.

30. Swam the main branch of Grand river, a stream nearly as large as the Illinois, and very rapid.

31. Very rough travelling to-day through and over fallen pine timber. Though constant diligence was used, the company were unable to overcome more than four miles.

August 1. Crossed the dividing ridge between Grand and Little Bear rivers, the latter emptying into Green river, one of the branches of the Columbia. Country exceedingly rough; approaching to precipitous.

2. Met three trappers belonging to a company of ten, who had with them their Indian wives and children. Their names were Charles Warfield, ——— Burrows and ——— Ward, all from St. Louis.

7. First pleasant day since entering mountains. For the last twenty-one, it had either rained, hailed or snowed on each. The antelopes seemed inclined to improve it, and were grazing and sporting about in great numbers. Continued down Bear river, along its untrodden banks.

13. Arrived at Brown's hole; the men nearly famished, having been without food for four days. This is a trapper's fort in the mountains, on each branch of Green river, belonging to Craig & ———, and affords shelter and accommodation for 30 men when all are present. All were now out on trapping excursions but two, and these were without any provisions except dog meat, which they obtained from the Indians. Some Indians passing with dogs shortly after, a bargain was struck for three or four, the dogs being valued at 15 dollars a-piece, and the articles given for them as follows:—powder 4 dollars a pint, vermilion 1 dollar a paper of 1½ oz.

tobacco 5 dollars a pound, and lead and knives at corresponding prices. They found the dog meat excellent, much better than our domestic beef, and next to buffalo.

Here the party remained six days, when, as they were preparing to resume their journey, a company of five persons appeared in sight, travelling from the west. They proved to be a party which had a few weeks previous escorted to Fort Hall, in the Nez Percés or Flat Head country, about 300 miles further, two missionaries, viz: Rev. Messrs. Monger and Griffith with their wives. The party were Paul Richardson (leader,) Dr. Wislizenus, Eugene ———, Mr. Koontz, and Charles Kline. Capt. Richardson had spent two years in the Oregon country, had been to the mouth of the Columbia, was well acquainted at Fort Vancouver, and had visited the Methodist missionary station at Wilhamet. To meet and converse with him was therefore a matter of the deepest interest to our adventurers. The prosecution of the journey was deferred, and all gathered around the speaker to listen to his relation. With an air of truth that demanded implicit confidence, he represented the country as undesirable in all its respects. In the richest portions, about Vancouver and Wilhamet, not more than 15 bushels of wheat could be raised to the acre. The rainy season continued five months, and this was followed by six months of drought, in consequence of which neither corn nor potatoes ever came to maturity.—The ears of the former sprouted from the stalk at the ground, and after a sickly growth were invariably cut off by the frost, and the latter seldom exceeded the size of a walnut. In point of health the picture was equally gloomy, the Indians labouring under the fever and ague the year round. These representations were not without their effect upon the minds of two of the party, Oakley and Wood, who determined to abandon the enterprise and return.

Leaving Capt. Kelly with Farnham, Smith, Blair and Osa, at Brown's hole, where they were determined to remain till the arrival of some party bound to Oregon, with which they would unite, the homeward-bound party set out on the 18th of August for the south fork of Platte. For the first five days they were without food. On the sixth day they killed an elk, and subsequently a buffalo, which supplied them till they reached the post spoken of. On their way they met with a remarkable adventure, which had nearly cost them their lives. This was their coming suddenly upon a Sioux village containing as they were informed, 1200 lodges, each numbering nine souls, giving a total population of 10,800.—Finding it impossible to retreat, they yielded themselves prisoners, and were detained three days. A council was held to decide whether they should be killed or not; and during its progress the young Indians, between 12 and 15 years old, would come up to them, and drawing their bows, would shoot their arrows into the ground, looking with savage grimaces into the faces of the captives, and crying *tabbabo* (white man,) signifying thereby that their fathers were then deciding thus to shoot them. The appearance of 400 friendly Chians, who interposed in their favour, broke up the council and saved their lives. A Chian chief immediately came to them and advised their instant departure. As they were saddling their horses, the young Sioux would come around them and endeavour to prevent it. To secure their guns they were compelled to stand firmly upon them, while three or four of the men would keep off the Indians while another was securing the saddle on the animal. The old Chians at length came to their aid, and when fairly mounted, they pushed on with all the speed in their power, outstripping, if pursued, their followers. No other adventure worth mentioning occurred on the way to the Platte, which they reached on the 3d of September. Here they found Shortess' party, where they had been 42 days. All their horses had been stolen at night by the Indians some time previous, while out on a buffalo hunt, and they were unable consequently to continue their journey. They intended remaining there till Mr. Craig went out to Brown's hole, and would there winter.

St. Louis, Nov. 12th.—The steamer Pizarro, which arrived yesterday from Missouri river, brought \$60,000 in specie, received at Independence from Santa Fe.—*Repub.*

Reported for the Journal of Commerce.

Superior Court.—Friday.

Judge OAKLEY, presiding.

The President, Directors and Co. of the Bank of Bennington, *vs.* Jacob Little and Co.

This was an action to recover \$985, alleged to be due under the following circumstances.

On the 19th of April, 1836, Hamilton Gay & Swift, as agents of the Bank of Bennington, wanted to transmit funds from this city to the Suffolk Bank, of Boston, on account of the Bank of Bennington, and in the forenoon of that day, they went to the defendants, and employed them to purchase Eastern notes, to the amount of about \$6000, which the defendants agreed to deliver at a specified time of that day.—Mr. Hamilton Gay called on the defendants at the time appointed, gave them a check for \$6600 and told them he wanted a further amount of Eastern bills, which the defendants engaged to procure that day. A little before three o'clock, Mr. Gay went again to the defendants' office and gave them a check for \$3000, and shortly after received from them a package of notes containing different parcels, purporting to be, in all, \$3054. These different parcels Mr. Gay took without counting, and carried to the office of W. H. McKay & Co. where he put them into a valise or trunk with a handle, and carried it himself on board the steamboat for Stonington, and put it into the berth of Mr. Swift, who was to take it to Boston, and who went on board along with Mr. Gay. The latter remained on board the steamboat until the bell rung for her departure and the trunk containing the money was then in Dr. Swift's berth, and he sitting beside it, and when Mr. Gay was leaving the boat he cautioned Dr. Swift not to let the trunk out of his sight until he delivered it to the Suffolk Bank at Boston. Dr. Swift deposed that he never opened the package until he brought it to the Bank at Boston, and delivered it to the cashier or teller, who counted the different parcels and found that one which formed part of the \$3050 package and was marked 1900 on the paper strap around it, contained only \$915. The parcel which was thus deficient in its purported amount was brought back the ensuing day to this city by Dr. Swift, and Mr. Gay went with it to the defendants and informed them of the deficit. The defendants told them that they received it from James Currie and as is usual in such dealings they took the parcels for the amount it purported to be, without reckoning it. Mr. Edward Little at the same time remarked, "well I thought it was a small package for so large an amount." Mr. Currie was then sent for and soon after came to the office of Little & Co. and was informed of the deficiency in the money.—Mr. Currie examined the package which had been returned as deficient, and said that when he delivered it to Little and Co. it contained some \$50 bills and a \$100 bill which had not been returned. The disappearance of the \$100, Edward Little accounted for by referring to the circumstance that when the package came to his office he had opened it and taken out the \$100 bill to which Currie alluded, and then marked \$1900 on the strap of the parcel. Mr. Currie was quite positive that there were some \$50 bills in that parcel which were not returned in it, and said that he had sold no money on the same day except some to a Mr. Russel, which consisted of smaller bills than those he gave to Little & Co. Mr. Currie went with this parcel to Little's office on the day he sold it to them, between two and three o'clock, and delivered it and received a check for the \$2000 it contained, less the discount. Mr. Currie deposed that he had counted the money when putting it in the package, and was positive that it contained \$2000 when he delivered it to Edward Little, who, in Mr. Currie's presence, took out of the package a \$100 on the Merchants' Bank of Boston, because the notes of that Bank were of more value to Little & Co. than other notes which were current at the Suffolk Bank; the clerk of Little & Co. deposed that Edward Little took only the \$100 out of the package, and then marked it \$1900 on the strap, and that no more was taken out of it from the time Currie brought it to Little's, until the clerk gave it to Mr. Gay, put up with two other small packages, making in all \$3054.

On the same day that Currie sold the \$2000 to Little, he sold another sum of \$1400 to a Mr. Benjamin Russel, and stated that the bills sold Russel were of smaller denomination than those in the \$2000 package delivered to Little. Russel forwarded this package containing the \$1427, including the discount, to a Mr. Isaac Burgess of New Bedford, by a person whose name did not appear, and Mr. Burgess duly received it, and deposed that it contained no more than the \$1427, of which \$1027 was in Eastern money and \$400 in U. S. Bank notes. But it appeared that this package contained several \$50 bills, although Mr. Currie had said that the bills in it were smaller than those in the package of \$2000 which he delivered to Little. It was therefore inferred by counsel for plaintiffs that Mr. Currie had made a mistake when putting up the bills for Little, and had put some of the large bills which he intended should make part of Little's \$2000, into the package which he gave Russel, and had thus given him more than the \$1400, which so much lessened the \$2000 he intended to have given Little. But against this supposition was the oath of Burgess who deposed that there was no more than \$1427 in the package when he received it; besides which it appeared that it was only in reference to the Eastern notes that Mr. Currie said they were smaller than that which composed the parcel delivered to Little.

Mr. Little's clerk in his cross-examination said, that the day on which this transaction took place, the cash account of Little's house was minus \$500, which could not be accounted for.

From the positive testimony in the case it stood thus. In relation to the \$6000 which Mr. Gay received from Little & Co. that morning there was no dispute. And in relation to \$3050 which he received at a later period of the day. It was composed of three different parcels. One of these was the parcel which Mr. Currie sold and delivered to Little and which Mr. Currie swore positively contained \$2000 when he delivered it to Little's clerk who deposed positively that there was only \$100, in one bill, taken from the parcel before it was given to Mr. Gay, and Mr. Gay deposed positively that he delivered the parcel just as he received it without opening it to Mr. Swift, and Mr. Swift deposed that it was not out of his sight nor did he open it until he brought it to the Bank at Boston, and when the teller of that Bank opened it, it contained only \$915 and was therefore short \$985—and as all the parties concerned are men of probity and none of them supposed to have told an untruth in relation to it, the difficulty was, when and how or where the money was abstracted, or how the mistake arose.

Mr. Gay, on being cross-examined by Mr. Cutting with a view of showing that he was an interested witness, said, that he had been president of the Bennington Bank, but ceased to be a stockholder in it, nearly a year ago, with the exception of two shares, which he transferred within the last fortnight in order that he might be a witness in this suit. When he sold these two shares he also ceased to be president, although he had not made any formal resignation of the office. He further stated that when he bought in the two shares which he sold out within the last fortnight, he bought them for the express purpose of being president of the Bank and being able to sign bills.

The Court in charging the Jury, said that this was a most extraordinary case, for that every one of the witnesses was interested in removing from himself the imputation of dishonesty or mistake which was attempted to be fixed on some of them. Mr. Currie had to relieve himself by swearing that he made up a package and delivered it to Little, and that it contained \$2000, and if it was not so, Currie was responsible for the deficiency to Little & Co. And if the verdict was for the Bank of Bennington, then Little & Co. turn round on Currie; then Little's clerk also stands in the same predicament as Currie, and had to clear himself of having made any mis-statement or mistake, as he had possession of the money. And then Gay and Swift had also motives to show that they acted honestly, as they may also stand responsible to the Bank. Little also had possession of the money. So that all the witnesses are situated in relation to this money in such a way as may place them in an unpleasant position.—

The Court thus showed how the witnesses stood, as it was proper for the Jury to see whether there was anything calculated to make them swerve from the truth. For it was the peculiar value of Jury trials that the Jury can see and hear the witnesses, and judge from their manner of giving testimony and the circumstances connected with it, which of them is most worthy of belief, and it is the duty of Jurors to weigh well the testimony, and notice where it conflicts.

The Court then summed up the facts, and desired the Jury to bring in a sealed verdict this morning.

For plaintiffs, Mr. D. Selden.

For defendants, Mr. Cutting.

Superior Court.—In the case of the President and Directors of the Bank of Bennington, *vs.* Little & Co., reported in Saturday's Journal, the Jury returned a verdict of \$1095 32 for the plaintiffs, being the deficiency in the purported amount of the money.—*Jb.*

Traits of Character of African Traders.

From a letter of J. L. Wilson, dated Cape Palmas, October, 1839.

"In the transaction of every species of business, they are extremely dilatory. They take two and three months to settle business that white men could despatch in as many hours. In bartering with foreigners, they are extremely tedious. He will bring two or three kroos of rice, and as many chickens, perhaps, which constitutes the sum total of his bartering stock, and he comes with the intention of parleying and sticking upon trade, just so long as there is the slightest hope of screwing out one additional inch of cloth. He will flatter and beg, and hesitate for an hour, with the hope that some fortunate current of good feeling will set in his favour, and will not strike a trade until all hope of getting more has entirely vanished. He sets no value on his own time, and he does not see why the captain of a vessel may not spend an hour or two as well as not in parleying with him. He has no idea of the relative value of his produce, and for ought he knows a bushel of rice may be worth in New York the same quantity of gold dust—and why may he not stickle in trade."

"If he is by any means suddenly reduced from affluence to poverty, he sets out to repair his broken fortune with as cheerful spirits as if nothing had happened."

"But the white man's mysterious mode of amassing a ship load of money, is a riddle about which they feel more curious than anything else; and they really seem to question whether our manufactures are all the result of human skill and industry. I have heard them inquire whether glass bottles did not grow upon trees. They are close observers of human character, and they resort to singular schemes sometimes to get an insight into the character of those whom they wish to understand. A favourite mode is to get them angry, to see how they look and act under this passion. He takes an article of trade to one man when he had made up his mind before he left home to sell it to another. He sets his price upon his article, and if the other is willing to give it he puts on something more—and if the man is willing to pay even more, he still continues to rise by degrees until the other gets into a furious passion, then he takes up his article and walks off.—But if on the other hand the man is able to command his temper, and turns his weapons against himself, he is apt to get out of temper, and may sell his article though he had not intended to do it."

Gunpowder on Railroads.—It appears that notwithstanding the Richmond and Fredericksburg Railroad Company have repeatedly given notice that they will not transport gunpowder on their road, the article is often smuggled upon it under cover of boxes and packages purporting to contain other things. On the 15th inst. the rear of a long train laden with merchandise was suddenly blown up about two miles above Louisa Court House, killing the train hand, stunning the engine driver and fireman, and scattering a quantity of goods far around into the adjoining fields. The explosion took place while the train was in motion, and the fact of the gun-

powder being boxed up, and in a close box car of jointed carpentry, was not sufficient to protect it from the subtlety of the sparks. This powder was consigned by Messrs. Ellis, Ellett & Co. to a Mr. Boulware near Newark in Louisa, and the boxes *disguising* it were marked "*sundries, &c.*"—There were two distinct explosions of two kegs, but whether there were others that did not explode, is not known.

It would seem that the oldest house in the United States, so far as can be accurately ascertained, is now standing in old Guilford, Conn., which was built in the year 1639; consequently it is now 200 years old. It is of hammered stone, and stands on a beautiful rise of ground, commanding a delightful view of Long Island Sound up and down, as far as the eye can reach. It is said this house was built by the Rev. Mr. Whitefield, who led the settlers there, and was the first minister at Guilford.

From the Peoria (Ill.) Register.

Our townsmen sometimes amuse themselves at this season by hunting excursions, in companies.—One of these was had last week, the result of which is given below. There were two companies, one commanded by Major John W. Caldwell, the other by Mr. Isaac Evans.

The excursion took place on Wednesday, the 30th Oct. and the companies contained eleven men in each. At night the following game was brought in:—

Capt. Caldwell's company.		Capt. Evans's company.	
2 brants	counting 16	2 deer	counting 100
8 mallard ducks	- 16	3 geese	- 36
9 rabbits	- 18	5 brants	- 40
41 squirrels	- 22	25 mallard ducks	100
13 small ducks	- 26	2 rabbits	- 4
10 quails	- 10	56 squirrels	- 72
4 snipes	- 4	1 prairie hen	2
	112	14 small ducks	28
		13 quails	- 13
		3 snipes	- 3
		398	

Great Pigeon Shooting.—Mr. Henry Keats, of Arkansas, lately shot, at *eighteen shots*, 784 pigeons. This is the greatest shooting we ever heard of, and we question whether it ever has been or can be beaten. The place at which he shot them was on a sand bar, where they alighted for the purpose of getting gravel and water.

COMMERCE OF HAVANA.

Number of vessels which entered the port of Havana from foreign ports, from the 1st of January to the 30th September:—

651 American,	113,373 tons.
55 British,	9,649 "
398 Spanish,	50,710 "
11 Dutch,	1,621 "
10 Belgian,	2,268 "
23 French,	5,109 "
22 Hamburg,	4,008 "
19 Bremen,	3,522 "
8 Danish,	1,373 "
52 others,	6,130 "
1229	197,763

The coasting vessels, from 30 to 200 tons each, are not included; nor are they reported among the arrivals and departures in the daily papers. The most insignificant sloop, with a foreign flag, forms an item of "commercial intelligence" for our newspapers, whilst the immense local trade with ports 700 miles distant is unnoticed. The *Amistad* was a coaster. In the crop season as many as 50 to 60 of these coasters have been known to arrive in one day.—*N. O. Bulletin.*

STATEMENT

Of the Returns made by the United States Bank of Pennsylvania, to the Auditor General, November 13, 1839.

RESOURCES.

DATE.	Bills and notes discounted.	Bills of exchange.	Bills receivable for post notes.	Loan to Commonwealth.	Stock accounts.	Bonds and mortgages.
1838. Dec. On personal prop.	\$11,685,752 20					
On Bank stock,	380,451 75					
On other security,	20,125,068 49					
	\$32,191,272 44	\$7,180,078 23	\$323,680 53	\$639,000 00	\$18,143,685 28	\$313,627 13
1839. January, -	32,803,599 17	7,462,353 45	319,379 67	671,000 00	17,957,497 51	313,627 13
February 1, -	33,566,846 78	7,246,809 37	319,379 67	671,000 00	18,406,111 05	313,627 13
March 1, -	32,333,454 40	7,150,953 26	312,919 67	671,000 00	17,410,393 24	338,268 68
April 1, -	32,100,990 90	7,446,553 64	306,459 67	671,000 00	17,687,705 42	313,627 13
May 1, -	32,280,903 80	6,852,154 70	189,999 67	671,000 00	17,860,077 63	313,627 13
June 1, -	30,832,598 71	8,858,894 93	239,999 67	671,000 00	16,123,544 29	313,627 18
July 1, -	31,252,744 81	8,314,122 19	439,999 67	671,000 00	16,207,451 47	313,627 13
August 1, -	30,550,900 53	7,394,305 95	439,999 67	671,000 00	16,351,409 81	313,627 13
September 2, -	30,306,711 75	6,214,674 08	1,380,004 65	1,018,500 00	16,722,016 09	313,627 13
October 1, -	33,839,811 96	5,554,061 80		491,000 00	13,286,125 42	313,627 13
November 4, -	34,491,970 91	4,521,669 90	Penn. 100 5's	3,133,091 01	13,422,074 34	313,627 13
			Penn. 100 5's	491,000 00		
				3,072,050 52		

TABLE CONTINUED.

DATE.	Due by bank of U. States and agencies.	Due by state banks and agencies.	Due by State banks.	Due by the U. States.	Real estate.	B'king houses.
1838. December, -	\$14,538,225 53	\$7,739,591 21	\$5,611,024 43	\$5,267 32	\$1,097,466 35	\$420,714 76
1839. January, -	15,001,012 39	8,933,689 92	5,823,000 92	5,267 32	1,064,523 81	424,382 47
February 1, -	16,058,700 37	7,791,558 45	5,736,542 24	5,267 32	1,055,682 93	427,360 15
March, -	16,433,546 79	8,344,300 40	7,377,369 31	5,267 32	1,044,513 59	422,110 98
April 1, -	14,300,452 45	6,662,426 39	6,875,196 93	5,267 32	982,046 99	423,761 93
May 1, -	14,680,752 46	6,968,901 88	7,258,172 34	5,267 32	920,860 76	423,394 98
June 1, -	14,153,508 22	11,189,225 90	6,675,351 44	5,267 32	915,877 47	432,315 47
July 1, -	13,287,000 34	11,589,957 67	6,667,663 29	5,267 32	897,983 48	422,762 61
August 1, -	13,266,727 56	9,964,279 73	6,682,573 18	5,267 32	898,175 81	430,864 08
September 2, -	13,463,545 69	10,498,763 62	7,414,169 31	5,267 32	900,089 21	433,644 63
October 1, -	12,106,370 80	7,934,567 55	7,284,613 89	5,267 32	878,670 20	581,028 39
November 4, -	10,790,816 73	7,733,174 72	7,335,735 64	5,267 32	907,812 56	592,090 36

TABLE CONTINUED.

DATE.	Deficiencies and expenses, &c.	Notes of the bank of the U. S. & agencies.	Notes of state banks.	Specie.	Miscellaneous.	Total.
1838. December, -	\$199,374 01	\$2,636,860 00	\$2,910,865 97	\$4,918,855 68	\$251,482 29	\$99,111,071 16
1839. January, -	202,017 40	2,397,243 80	1,791,580 91	4,153,607 16	251,482 29	99,597,264 50
February 1, -	125,557 82	2,486,789 81	2,151,018 57	4,001,778 76	40,144 17	100,404,304 53
March 1, -	160,810 72	2,851,543 59	2,329,685 93	3,580,645 49	40,144 17	100,806,927 54
April 1, -	193,617 53	3,437,652 00	2,085,657 45	3,069,580 21	40,144 17	96,601,140 13
May 1, -	250,575 68	3,982,173 00	1,730,824 89	2,419,962 95	40,144 17	96,850,497 03
June 1, -	170,482 47	4,820,795 33	2,363,825 03	2,373,043 82	208,281 17	100,347,539 10
July 1, -		5,526,139 00	1,672,880 24	1,959,186 83	243,784 06	99,471,560 11
August 1, -		6,502,551 81	1,681,453 21	1,325,062 62	284,788 75	97,770,006 90
September 2, -	126,267 72	6,912,986 84	1,773,586 82	1,982,742 71	205,698 93	99,672,430 67
October 1, -	356,410 42	9,386,489 72	2,632,566 40	1,592,380 06	40,144 17	99,319,024 78
November 4, -	414,240 56	9,014,934 42	2,850,838 87	1,748,282 44	40,144 17	97,245,930 59

STATEMENT

Of the Returns made by the United States Bank of Pennsylvania, to the Auditor General, November 13, 1839.

LIABILITIES.

DATE.	Capital Stock.	Issues of late bank and branches.	Issues of the bank of the U. S. and br'ches.	Post notes issued.	Descr. of exchanges and interest.	Dividends unclaimed.
1838.						
December, -	\$35,000,000 00	\$3,734,109 40	\$9,076,000 00	\$8,094,659 67	\$619,503 14	\$46,524 05
1839. January 1, -	35,000,000 00	3,662,464 40	10,264,000 00	7,273,762 21	1,104,429 65	68,378 55
February 1, -	35,000,000 00	3,516,782 74	11,008,000 00	6,966,417 26	138,468 32	560,482 55
March 1, -	35,000,000 00	3,399,720 40	11,052,000 00	6,404,373 28	287,656 32	98,914 55
April 1, -	35,000,000 00	3,383,416 83	11,264,000 00	6,060,879 62	404,400 54	83,860 55
May 1, -	35,000,000 00	3,160,004 40	11,516,000 00	5,535,920 36	518,408 13	76,336 55
June 1, -	35,000,000 00	3,130,504 40	11,696,000 00	5,523,880 97	684,399 66	65,492 55
July 1, -	35,000,000 00	2,739,221 90	11,696,000 00	6,483,653 01	28,177 27	1,354,997 05
August 1, -	35,000,000 00	2,571,976 90	12,172,000 00	5,450,253 01	261,680 28	656,152 05
September 2, -	35,000,000 00	2,498,781 90	12,472,000 00	7,230,912 87	464,175 23	91,274 05
October 1, -	35,000,000 00	974,366 90	13,613,918 00	9,082,498 65	649,270 77	82,637 05
November 4, -	35,000,000 00	647,046 90	13,973,918 00	7,987,043 18	794,787 96	50,516 80

TABLE CONTINUED.

DATE.	Profit and loss.	Foreign exchange acc't.	Contingent fund.	Bonds to the U. States.	Contingent interest.	Agency at London.
1838.			Less \$6,000,000 00 losses. } 4,905,921 42			
December, -	\$2,843,915 30	\$1,041,094 14	1,094,078 56	\$1,986,589 04	\$300,195 36	\$9,828,130 93
1839. January 1, -	2,816,687 80	1,263,144 76	1,137,501 54	1,986,589 04	142,656 14	12,000,770 38
February 1, -	2,944,707 99	967,636 75	1,135,267 48	1,986,589 04	107,283 81	13,617,871 32
March 1, -	2,944,707 99	1,128,562 73	1,136,225 87	1,986,589 04	83,716 15	15,149,316 55
April 1, -	2,944,707 99	896,823 92	1,135,723 70	1,986,589 04	57,739 99	12,805,924 69
May 1, -	2,944,707 99	908,756 43	1,182,197 31	1,986,589 04	60,631 01	13,581,336 24
June 1, -	2,944,707 99	872,684 54	893,966 16	1,986,589 04		9,156,351 91
July 1, -	6,021,289 32	683,507 03	873,945 37	1,986,589 04	816 46	8,203,387 74
August 1, -	3,021,289 32	873,227 37	875,533 31	2,120,683 80		8,549,808 46
September 2, -	3,021,289 32	963,270 74	851,602 18	2,120,683 80		10,227,763 74
October 1, -	3,026,430 34	748,581 80	944,404 89	2,120,683 80		8,915,554 35
November 4, -	3,026,430 34	564,178 26	897,853 67	2,120,683 80		8,408,652 53

TABLE CONTINUED.

DATE.	Due to the Bank of the U. States and agencies.	Due to state banks.	State bank agencies.	Depositors.	Treasurer of the United States.	TOTAL.
1838.						
December, -	\$14,083,067 95	\$3,746,611 43	\$144,138 87	\$5,091,687 91	\$2,379,765 39	\$99,111,071 16
1839. January 1, -	11,974,955 31	3,061,895 05		4,828,151 58	1,882,865 97	99,597,264 50
February 1, -	11,600,328 06	4,238,084 19	1,029,185 55	4,149,247 83	1,437,856 14	100,404,204 53
March 1, -	12,989,328 48	3,893,119 42	252,776 96	3,977,132 01	1,022,587 77	100,806,927 54
April 1, -	12,297,385 43	3,674,693 19	130,448 76	4,325,221 38	248,374 50	96,601,140 13
May 1, -	12,147,966 73	3,240,440 81	244,560 70	4,693,585 39	101,005 94	96,850,497 03
June 1, -	19,467,752 00	3,803,874 45	418,081 73	4,663,652 42	39,601 28	100,347,539 10
July 1, -	19,288,149 18	3,064,287 82	559,753 75	4,342,353 87	11,337 54	99,471,560 11
August 1, -	19,651,174 61	2,964,555 62	235,082 83	3,255,261 60	11,337 54	97,770,006 70
September 2, -	18,310,753 27	2,419,655 06	288,865 80	3,700,015 17	11,337 54	92,672,430 67
October 1, -	18,118,370 78	1,988,806 25	236,071 47	3,806,092 19	11,337 54	92,319,024 78
November 4, -	17,543,819 07	2,715,787 90	301,302 94	3,100,371 90	11,337 54	97,245,730 59

(Signed) J. COWPERTHWAIT, Cashier.

CIRCULATION.

In December, 1838, the circulation of the bank amounted to				-	\$5,276,620	07
In January, 1839,	do.	do.	do.	-	5,912,621	99
February, do.	do.	do.	do.	-	5,830,474	93
March, do.	do.	do.	do.	-	6,173,536	81
April, do.	do.	do.	do.	-	6,468,746	83
May, do.	do.	do.	do.	-	6,426,901	40
June, do.	do.	do.	do.	-	5,648,458	07
July, do.	do.	do.	do.	-	6,022,915	90
August, do.	do.	do.	do.	-	5,933,303	09
September, do.	do.	do.	do.	-	5,164,758	00
October, do.	do.	do.	do.	-	4,318,232	18
Nov'r 4, do.	do.	do.	do.	-	5,399,430	48

J. COWPERTHWAIT, Cashier.

Philadelphia, November 4, 1839.

Fisheries of Massachusetts, 1838.

Extracted from the Report of Dr. D. H. Storer, one of the commissioners of the Zoological survey of Massachusetts to the Governor, and by him submitted to the Legislature, April 6, 1838.

"In the mackerel fishery, so large an amount of capital is invested; so many are immediately interested; so great, in a word, is its importance, that I feel the following data will not be considered useless. I had hoped to have presented an accurate list of the number of vessels engaged in this fishery, in every town in the state—the number of men employed—the capital expended—the quantities of fish taken—and the gross proceeds; but disappointed and chagrined in my means of obtaining information, I have been unable to collect perfect materials, and can only offer the annexed statement, which may serve to direct public attention to its importance.

Although as fresh fish, mackerel are sold in the markets along our whole coast, for several months in the year, and are considered by all, excellent food, (from 6 to 8,000 barrels being sold annually in Boston market alone,) their great value to this people, arises from the means of employment afforded to an immense number, by the process of salting and packing.

Those packed in 1836 were furnished by the following towns:

Boston,	-	-	-	-	40,559	bbls,
Gloucester and Manchester,	-	-	-	-	43,937	
Newburyport and Newbury,	-	-	-	-	21,463	
Wellsfleet,	-	-	-	-	17,500	
Provincetown,	-	-	-	-	14,139	
Hingham,	-	-	-	-	13,882	
Cohasset,	-	-	-	-	11,700	
Barnstable,	-	-	-	-	4,115	
Scituate,	-	-	-	-	3,782	
Yarmouth,	-	-	-	-	2,446	
Salem and Beverly,	-	-	-	-	2,394	
Plymouth,	-	-	-	-	1,477	
Lynn,	-	-	-	-	1,400	
Duxbury,	-	-	-	-	1,000	
Charlestown,	-	-	-	-	822	

At the prices these fish were worth in November, 1836, the value of the year's fishing, amounts to \$1,264,012.

The whole number of barrels of mackerel, inspected in Massachusetts for the last five years is as follows:

1832, 224,000 barrels; 1833, 225,000; 1834, 253,000; 1835, 197,000; 1836, 180,616.

Although it would seem from the above table, that a smaller quantity of mackerel had been packed in 1836, than the several years immediately preceding it, yet it cannot be inferred from this circumstance, that fewer vessels were engaged, or that the business was considered less important than before. In some years, immense shoals of these fishes are readily met with, and the vessels return in a few weeks, with full cargoes; while the same localities may be visited at other seasons, and the efforts of the fishermen prove fruitless, and the fare meagre indeed.

So peculiar are the habits of this Genus, that oftentimes weeks may pass, the fishing-smacks be surrounded by millions sporting upon the surface of the ocean, and scarce one allow itself to be taken, while again, the success of a few days will relieve the disappointments of nearly a season.

Thus, a fisherman informs me, that the last season, (1837) having been to the bay of Chaleur, and taken but few fish, the vessel to which he belonged, was returning home, when, off Cape Cod, the fish were so numerous and voracious, that the crew, consisting of ten men, captured in two hours nearly 50 barrels of them. At this time about 200 smacks were together, and they were all equally successful, some of them taking 40 barrels of fish.

After being carefully inspected, these fish find a ready market in Philadelphia, New York, Baltimore and New Orleans, and from this last port, they are sent over the entire western country. The inferior quality are shipped to the West India islands,

I have not been able to learn with accuracy the number of vessels engaged exclusively in this fishery; in many towns, the same vessels are used at different seasons of the year for cod as well as the mackerel fishery. I have ascertained however, that there were 202 vessels employed in this fishery in 1836, in the county of Barnstable, and that of this number 93 belonged to Provincetown, which were valued at \$147,000."

"In the family *Labroides*, the *Labrus Americanus*—*Tautog*, is taken in considerable quantities upon some portions of the coast, and in its fresh state finds a ready sale in the larger markets. I am informed that in 1836, three smacks were constantly employed in the harbour of South Wellsfleet, in the Tautog fishery, from April to November, and that it was a profitable occupation to those engaged in it.

At New Bedford, 300 pounds of fresh *tautog* have been sold by a single market boat in a day. This fish is also pickled at the last place, and may be kept in a weak brine for a long time—in this state they are considered by epicures a great delicacy. The *Crenilabrus burgall* too—*Marine perch*—or, as it is most commonly called "*Cunner*," is for several months in the year, taken along our whole sea-board—not only by the fishermen's nets in myriads, but by the needy and destitute, from our wharves and bridges, and is one of the most common, as well as excellent species found in our waters.

The family *Salmonides* includes several genera of fishes, which for delicacy and richness are not surpassed. Previous to the separation of Maine from this state, large quantities of the *Salmo salar*—*salmon*—were packed—thus, in the year 1818, 2,381 barrels were inspected. Since that time none have been inspected. The building of dams and manufacturing establishments, by preventing the fishes from going up the rivers to deposit their spawn, has almost entirely annihilated them in this commonwealth. About 17 years since, two wagons, each bringing from 30 to 40 fine salmon from the Merrimack river, supplied the Boston market every week during the season of the fish—now, the few specimens taken are looked upon as rarities, and our market is enriched by the fishery of the Kennebec.

The *Salmo trutta*(?)—*Salmon trout*(?)—exists in considerable quantities at Sandwich, where not less than 1000 lbs. are yearly taken.

The *Salmo fortinalis*—*Brook trout*—often acquires considerable size, and when brought to market meets with a ready sale. The *Omerus viridescens*—*Smelt*—which is an universal favourite, is taken in great numbers in the spring and autumn, and through a great portion of the winter. In *Watertown* alone, 750,000 dozen are taken annually in scoops from the first of March to the first of June—and sent to Boston market.

The family *Clupea*, are among our most valuable fishes. The *Clupea vernalis*—*alewife*—is taken in immense quantities still, in several parts of the state, although in several places where they have heretofore been most abundant, the various encroachments of man have sensibly diminished them. A larger quantity of *alewives* is packed, than of any other species of this family. In 1832, 1730 barrels were in-

spected; 1833, 2,266; 1834, 4,320; 1835, 5,600; 1836, 5,000.

At *Watertown*, the average quantity of alewives for the last 10 years is 7.0 barrels. They are first pickled, then salted and barrelled, and sent to the West India islands. They sell from \$1.50 to \$2.00 per barrel. At *Taunton*, which for years was so celebrated for its fishery, the alewives are gradually lessening. There are two or more dams across the Taunton "Great River," so called, which impedes their progress very much; and on the "Little River," where many dams and factories have been erected; and where, twenty years ago thousands were taken, not one is to be seen—Twenty-five years since they were taken in such abundance, that they sold for 20 cents per hundred, and a great business was carried on by barrelling and shipping them to the West India market.

The *Mora Menhaden*—*Poullagen*—*Hardhead* or *Menhaden* is also a very useful fish. In the summer season, it is taken in large quantities upon our coast, and used for mackerel bait, manure, and is also becoming an article of commerce. For the former purpose it is worth from \$2 to \$4 per barrel, in proportion to the demand. At *Lynn*, in 1836, 1530 barrels were used for bait for other fishes, and as many more were thrown upon the land. At *Provincetown*, they are used only for mackerel bait. At *Sandwich*, where they are very abundant, the inhabitants strew them upon their lands by the cart-load; and thus for miles, immense quantities enrich the soil. It is computed that a single menhaden of ordinary size is equal in richness to a shovel full of barn yard manure. It is getting likewise to be thought worthy of preservation as an article of food. In 1832, 300 barrels were inspected; in 1833, 480; 1834, 1038; 1835, 1443; 1836, 1483.

The *Cupea harengus*(?)—common herring(?)—is in some seasons taken in great numbers. The quantities of herring packed and inspected according to tables kept at the General Inspection office for the last five years, are as follow: 1832, 52 bbls. 1833, 36; 1834, 518; 1835, 963; 1836, 77. That a small quantity only of the herring taken, are packed, is obvious, from the fact, that in 1836, 500 bbls were taken at *Falmouth*; 400 bbls. at *Duxbury*, and 5000 at *Martha's Vineyard*.

Upon some portions of our coast herring have been limited in quantity for the few last years, during the last two years very few, comparatively speaking have been taken.—Their scarcity has been attributed by the fishermen to torching them at night, by which the shoals are broken, and the fish frightened away.

The *Mora vulgaris*—shad—is taken in several of our rivers in large quantities, at some seasons of the year, and quite a number of them are packed. In 1832, 100 bbls. were inspected; 1833, 321; 1834, 3; 1835, 310; 1836, 527.—The quantities taken in *Charles river* at *Watertown*, for the five last years, have averaged about 6000 per annum; from 3000 to 4000 are yearly caught at *Taunton*. Those taken at the former place, are usually sent to *Boston* market, and sold at 25 cents each. Those caught at the latter locality are for the most part disposed of at the seines (fresh) and cured by the purchasers. When first taken, they sell for 100 cents per hundred—and as the season advances, diminish gradually in price to 50 cents.

No family of fishes, however, found in the state, presents a greater number of species of real utility, than that of the Gadites; and no species in the whole catalogue of our Ichthyology, is of greater importance than the *morrhua vulgaris*—common Cod; supplying our markets with an excellent food throughout the year, and giving employment to thousands. In some portions of the state this fishery is entirely superseded by the taking of whales. Thus, while every town in the county of *Barnstable*, is more or less engaged in this business, and collectively exhibit an aggregate of 213 vessels, but a single fishing-mack was licensed in *Dukes county* in 1836—and not one in the county of *Nantucket*—the attention of the inhabitants of the last two counties, being entirely engrossed in whaling.

Imperfect as are the following data, they may not be thought valueless. I have been able to ascertain that, in 1836, there

were engaged in the cod fishery, from *Gloucester*, *Marblehead*, *Provincetown*, *South Wellfleet*, *Cohasset*, *Duxbury*, *Plymouth*, *Manchester*, *Salem* and *Beverly*, being ten towns, 361 vessels having crews of 3116 men—and that by these vessels there were taken 263,454 quintals of fish. To these may be added the towns of *Newburyport*, *Lynn*, *Falmouth*, *Holmes Hole* and *Sandwich*, (in which I have not been able to learn the number of vessels exclusively employed in this fishery,) which furnished in 1836, 16,265 quintals. Thus exhibiting 279,718 quintals of cod fish, taken by the enterprise of the citizens of 15 towns. When it is observed, that about 3500 of the cod fish from the *Grand Bank*, (which are generally much larger than those from the *Straits of Bellisle*), constitute a single quintal, some conception may be formed of the immense number taken. At the usual price of these prepared fish, the above mentioned number of quintals would sell for \$839,154.

Besides these fishing vessels, a great number of boats are constantly employed in supplying the markets with fresh fish. Thus, at *Duxbury* in 1836, there were 10 market boats, having 40 men on board, which took from 38 to 40,000 fish. At *Provincetown*, there were ten boats thus engaged. *Boston* market is supplied with cod fish by about 15 or 20 small schooners, and a large number of boats. By the kindness of *Capt. Nathaniel Blanchard* of *Lynn*, master of one of these smacks, I am enabled to furnish the following table, by which some idea may be formed of the amount of fresh cod fish, brought to our market. He has presented me the result of his labours with a vessel of 25 tons, and a crew of 6 men, for nearly 5 months, commencing October 24, 1836, and terminating March 20, 1837. His account exhibits the number of fish taken, and the price obtained for the same for each day during that period. From this minute statement, I am able to ascertain that the largest quantity taken any one day, was 7,124 pounds—December 13th—which sold for 5 shillings per hundred—\$59.39.

The smallest quantity taken any one day, was 337 pounds—January 16th—which sold for 12 shillings—\$6.67.

The smallest receipts were March 20th, when 359 pounds taken, sold for 10 shillings 6 pence—\$5.92.

The whole number of pounds taken during the period mentioned, were 194,135.

The entire receipts for the same, were \$2,061.14.

Besides the value of the fishes themselves in a fresh and dried state, large quantities of oil are extracted from their livers, which is sold for about \$15 per barrel.

Immense shoals of the *Morrhua arglefinus*—haddock—are found on our coast in spring, and continue through the season until autumn. Large numbers are sold in the market—and during the entire summer it is generally eaten by the poorer classes, who are often able to obtain a fine fish weighing several pounds for one or two cents. When taken in larger quantities than can be disposed of in market, they are frequently strewed over the earth for manure.

Until within a few years, *Merlangus pollachius*—pollack—was but slightly prized—and the fishermen had so little demand for it, that they not unfrequently gave it away from their boats. Its useful qualities are beginning to be known and valued—and in several of the interior towns of the state it is now as readily sold as any other fish. When salted, it was formerly the habit to throw them at once into old brine to increase their weight, which it did at the expense of their goodness. It is ascertained, that, when prepared in the same way as the cod, when intended for dun fish, with proper care and good salt, this is really an excellent fish—and its value is increased from 9 shillings to from 3 to 1 dollars per quintal. Immense numbers of this species are found in our waters, in spring and autumn. To *Jeffrie's ledge*, a fleet of 20 or 30 boats frequently go off in the fall of the year, and having fastened their craft together, and thrown over-board a quantity of bait to entice the fish, capture in a single night from 30 to 40 quintals of pollack to a boat.

The *Phycis Lingipes*—*C. d'ing*—known by the name of *Hake*, along our entire coast, is taken in considerable quantities, and when salted is exported to the West India markets.

The *Breminis vulgaris*—Cusk—and *Merlangus vul-*

garia—Whiting—are also excellent fishes—but are not found in our markets in great quantities.

The little *Morhua tomcodus*—Tomcod—is by no means valueless. The amount of Tomcod taken at Watertown alone, is estimated at 2,000 bushels annually—they are sent to Boston market and readily disposed of there.

Several valuable species are furnished us by the family, *Planii*—the most important, however, is the *Hippoglossus vulgaris*—Halibut. The flesh of this fish is rather coarse and dry, but is by many highly esteemed. An unusual number of this species were brought to Boston market in the early part of 1837, and were all sold at considerable profit. Eighty large schooners from 60 to 80 tons burthen belonging to Cape Ann were thus employed. Smoked, this fish is quite a delicacy; and when dried as is the usual habit of the Greenlanders, it is, I can affirm, far from uninviting.

Among the *Anguilliformes*—the *Muraena Bortoniensis*—common eel—is taken along our whole coast, as well as in the rivers and ponds of the state. In winter, great quantities are speared through the ice; those taken at this season, however, are not so large, nor is their flesh as rich, as those which are captured in summer.

The markets are usually supplied from the rivers, where they are taken in nets. At Medford, nets are stretched across the river, having in their middle a large bag, capable of containing from 15 to 20 bushels; as the eels are going up or down the river they are thus caught; and are kept alive for the supply of the market in large ditches excavated near the river, which are supplied by the tide with water. About 3,000 pounds are yearly taken at Watertown.

Although many species and even genera belonging to the second great division—*Chondrop terygii*—Cartilaginous fishes—are made useful in other countries—they are almost entirely neglected with us. The *Acipenser sturio*—common sturgeon—in the north of Europe, not only furnishes by its flesh, an acceptable food; but its air-bladder is converted into isinglass, and its roe into caviar.

The *Raja clavata*—Thornback—when salted, is eaten by great numbers of the poor in Great Britain. And the *Petromyzon murinus*—Sea lamprey—is highly esteemed there, as an article of food. I am not aware that any species are taken for use by our fishermen, save the *Carcharias glaucus*—Blue Shark—and the *Spinax accanthius*—Picked dog fish—and these only, occasionally; although both at some seasons of the year might be taken in large quantities, and would prove of no inconsiderable value. The liver of the former furnishes a valuable oil. Seven gallons of oil are not unfrequently extracted from the liver of a single fish. And although it is generally used only by the curriers, yet when carefully prepared by boiling the fresh liver, it is as good as whale oil, to burn. The dog fish is a very useful scavenger to the fishermen, by cleaning the bottoms upon which they have thrown their offal, when preparing their fish for market. Its liver is boiled for the oil it contains—and its skin is considerably used for polishing by the mechanic.

Some idea of the immense quantities of fishes taken by the fishermen of several of our towns, may be learned from the following extract from a letter of my old friend, Capt. Blanchard, of whom I have already spoken—one of our oldest, most experienced, most worthy fishermen. He says, "I have made an estimate of the fish caught by the fishermen of this place (Lynn,) and I find that there are four millions, six hundred and eighty thousand pounds caught in one year; which is a little more than a quarter of a pound, to each inhabitant of the United States of America. (This quantity of fish consists of cod, haddock and halibut.) There are nearly three hundred and twelve thousand *puhegans* used for bait—and nearly as many thrown away, and strewn on the land for manure."

Thus have I taken a general survey of those species of fishes, which are in most common use among us. These observations might have been much more extended—but, desirous of awakening attention to this branch at this time only in its commercial bearing, I have endeavoured to confine myself strictly to the uses—the immediate importance of its subjects; intentionally avoiding many points, which might be highly interesting to the naturalist.

Forfeited Recognizances.

We have taken some pains to learn the number of persons who have forfeited their recognizances in the Court of Criminal Sessions since the first of January last, and on which suits have been instituted by F. C. Brightly, Esq. the attorney of the County Commissioners, who was appointed a few months since to sue out all such forfeited recognizances.

Since July 1st, one hundred and ten persons have been sued for forfeits, varying from twenty, fifty, eighty, one hundred, two hundred, three hundred, four hundred, five hundred, one thousand, sixteen hundred, and two thousand dollars, and amounting in the aggregate to twenty-nine thousand six hundred and thirty dollars.

The following table will exhibit the results of the suits, so far as they have been concluded, and also how much the county is likely to recover of this sum finally:

	Sums Forfeited.
Returned by the Sheriff as not to be found	28 \$5000
Do do as without goods	7 1100
Remitted by Court in paying costs	15 3850
Discontinued do	9 2020
At issue	51 17,660
	110 29,630
Of this number there are now, and probably were originally, worthless	82 15,370
Possibly good for amount forfeited	28 14,260
Of this number and amount, there have been remitted or discontinued by Court on payment of costs	14 3,900

Will probably be recovered, provided the Court does not interfere, or the parties do not runaway, nor take the benefit of the insolvent laws 14 \$10,360 |

In looking over the list of forfeitures, we find the names of several constables, and we think, one magistrate, who have become bail for criminals that have escaped. It may not be generally known, that some constables make a business of going bail for criminals; and we find one who has frequently forfeited his recognizance, and each time his fine has been remitted by the Court! The suing out of forfeited recognizances, though it may be attended with little profit to the county, will result in good to the community, provided the Court uses its power of remitting the amount of the forfeitures with a sparing hand. A constable, who goes bail for any criminal, and one who enters recognizance, to permit an old thief to go at large, should be prosecuted for the forfeiture to the uttermost. A few signal examples made in this way, will soon destroy the prevailing abuse of a privilege originally intended for good; and individuals would become cautious how they made themselves responsible for the appearance of men who are perfectly reckless of every consideration of honour or honesty. A most recent instance of the abuse of the privilege, occurred in the bailing out of the notorious pick-pocket, familiarly known as Tom McLaughlin. After his release on recognizance, he picked two or three pockets and made off, and has not since been seen or heard of, while the person who went his bail, is included in the item of worthless.—*U. S. Gazette*.—*Phila.*

Revenue of Baltimore.—The amount of duties on imports, for the district of Baltimore, for the fiscal year ending 30th Sept. last, was as follows:

1st quarter, ending 31st Dec. 1836,	\$269,557 41
2d do 30th March 1839	328,140 36
3d do 30th June, do	300,737 44
4th do 30th Sept. do	397,824 07

\$1,301,469 36

Bank of Missouri.

Great excitement has prevailed at St. Louis, in consequence of the following notice from the Bank.

THE BANK OF THE STATE OF MISSOURI, }
St. Louis, Nov. 12, 1839. }

Resolved, 1st, That the Bank of the State of Missouri, in future, receive from, and pay out to individuals, her own notes and specie, or the notes of specie paying Banks.

Resolved further, That five per cent. only, be required of payers of renewable notes, on the amounts due, or that may fall due during the ensuing four months. By order of the Board.

JOHN SMITH, President.

A town meeting was called by 59 citizens, the proceedings of which and several other meetings we now record, as a part of the Banking history of our times.

PUBLIC MEETING.

At a very large and respectable meeting of the citizens of St. Louis, convened at the Court House on Wednesday, Nov. 13, 1839, at 12 o'clock, to take into consideration the recent movement by the Bank of the State of Missouri, in refusing to receive anything except specie and its own notes, or the notes of specie-paying banks, in payment of debts due it.

Edward Tracy, Esq. was chosen President, J. C. Laveille and J. Clemens, Jr., Esqrs. were chosen Vice Presidents, and G. G. Foster and Samuel Gaty elected Secretaries.

The objects of the meeting having been briefly and pertinently stated, at the request of the President, by Geo. K. Budd, Esq.

Mr. Henry Chouteau moved the appointment of a committee of ten to report resolutions expressive of the sense of the meeting.

Mr. A. Tracy moved, as an amendment to the above, that a committee of nine, (which was afterwards proposed to be increased to fifteen, which proposition was accepted by the mover, Mr. Tracy,) be appointed to report a series of resolutions, expressive of the sense of this meeting, at an adjourned meeting to be held this evening at 7 o'clock—which was carried.

After some remarks by several members of the meeting, the following resolution was offered by Mr. Wayman Crow, and adopted, with one dissenting voice:

Resolved, That, as the sense of this meeting, it will be no discredit to any individual having paper maturing this day at the Bank of Missouri, to allow said paper to go to protest, if a tender is made at the Bank or to the Notary of currency hitherto bankable, and is refused.

Resolved, That the thanks of this meeting be tendered to Messrs. M'Gunnegle and M'Gill for the fearless, upright, and energetic manner in which they upheld the interest of this community at a recent meeting of the Board of Directors of the Bank of Missouri.

The President announced the following gentlemen as the committee on resolutions:

Messrs. N. Paschal, Geo. Murton, Joseph Foster, A. Carr, J. P. Doane, J. B. Sarpey, Asa Wilgus, John Whitehill, Wayman Crow, Geo. K. Budd, D. B. Hill, J. W. Paulding, A. G. Farwell, H. Von Phul and Felix Coonce.

On motion, Mr. President and Mr. Martin Thomas were added to said committee.

On motion,

Resolved, That this meeting adjourn to this evening at 7 o'clock.

7 o'clock.

Meeting called to order by the President. Same officers present as in the morning.

The President announced that the meeting was ready to receive the report of the committee on resolutions—whereupon,

Mr. N. Paschal, from said committee, reported the following:

Whereas, the Legislature of Missouri, at the session of 1837 incorporated the Bank of the State of Missouri, with the avowed intention to aid the commercial, mechanical, agricultural, and other interests of the State, and to furnish a healthy and safe currency, of equal value within its extensive borders.

And whereas, it is believed that said Bank, at the time of its organization, instead of proceeding to issue its own notes, and to carry out the declared object of the Legislature by furnishing a circulation recognised by the State, did borrow from the State Bank of Illinois a large amount of her notes, upon which to commence the business of discounting.

And whereas, there, and during the first suspension, and up to the 12th inst., with a solitary exception of a few days, said Bank did continue to receive and pay out, the notes of the State Bank of Illinois, and of many other suspended Banks, making this, by her own act, the general currency, to the exclusion of her own paper.

And whereas, said Bank has, for a long time, acted as the agent of other institutions, in the collection of notes and other liabilities, under the *express stipulation*—contained in a general circular issued from said Bank—"to receive in payment of debts, notes of those of the Eastern cities that are considered of good standing, and notes of the Pittsburg, Wheeling, Cincinnati, Louisville and New Orleans Banks and of the State Banks of Illinois and Indiana," and in which the Banks have, up to the present time, acquiesced.

And whereas, business notes and other paper have been made with the understanding, at home and abroad, that they should be paid, and were payable in "currency," in its usual acceptance, and no complaint has been heard outside of the doors of the Bank:

And whereas, by the provisions of the 19th section of the charter of said Bank, it is expressly authorized to commence the business of buying and selling Bills of Exchange, and discounting notes upon either the public or private deposits, or *such other funds* as may for the time being, be in the possession, or under the control of the said Bank.

And whereas, said State Bank of Missouri—disregarding the interests of its customers—recklessly overturning a system which it has itself been instrumental in building up—in the absence of a currency created by the issue of its own notes, and when the peculiar state of the monetary affairs of the country required a drain of the precious metals from the West to the East—at such a time, said Bank has seen fit to resolve that nothing but gold and silver, its own notes, or the notes of specie paying banks, will be received at its counter.

And whereas, it is believed that such a course of policy, if continued by the Bank, is calculated to inflict the most injurious consequences upon the agricultural and mechanical, as well as commercial interests of the State:

And whereas, the citizens of this city have, under all circumstances, and when bankruptcy and ruin have overtaken other cities and populous places, continued, with comparatively few exceptions, to meet all their liabilities, and are still disposed to do so, at any reasonable sacrifice; therefore,

Resolved, That a resolution purporting to have been issued by the Bank of the State of Missouri, dated the 12th inst. and published in the public journals of the day, is unjust in principle and impossible to be reduced to practice, and whatever may be the consequences, must and will be disregarded.

And that the Bank be requested in justice to herself and the great interests she was created to protect and preserve, to pursue her hitherto course of policy.

Resolved, That a committee of seven be appointed by the chair to confer with the President of the Bank of Missouri, and learn whether the said Bank is determined to adhere to the principles of the resolution above referred to, namely, the resolution of the 12th inst.—and report to an adjourned meeting of the citizens to be held to-morrow afternoon at 3 o'clock.

After the resolutions were read, Mr. John H. Watson rose, and offered the following as a substitute for the report which had just been read; which was submitted to the meeting, and rejected by a large vote.

The citizens of St. Louis assembled on this occasion, in pursuance of notices previously given, for the purpose of consulting together upon the proper course to be pursued in re-

gard to the resolution of the Bank of Missouri, restricting her receipts and issues to specie and the notes of specie-paying banks, deem it proper to make the following statement of their views on this subject:

1st. A sound currency is the vital principle of trade, and depreciated, irredeemable bank paper the worst evil that can be inflicted on a mercantile community.

2d. It is the duty of the State Bank of Missouri, and one of the main objects for which that institution was created, to do all in her power to preserve a sound currency for the people of this State.

3d. The suspension of specie payments by the State Bank of Illinois, and by most of the Banks of Ohio, Indiana and Kentucky, and the consequent depreciation in their paper which is every day increasing, and to which no limits can be assigned, render it a matter of sheer justice to the interests of the Bank, that she should no longer receive her debts in a kind of paper which has undergone and is still undergoing such a rapid deterioration in value—and it is alike due to the interests and safety of the community, that this debasement of the currency which is in such rapid progress, should be met before it is too late.

4th. The fact that the State Bank of Missouri paid out at one time the notes of these banks, is no reason that she should continue to pay them out, and receive them in payment of dues, when it is notorious that their paper is now irredeemable—that much of it, in all probability, never will be redeemed, and consequently the Bank would be exposing herself and the community to a certain loss of many hundreds of thousands of dollars by this course.

5th. The determination of the Bank to pay her depositors in gold and silver, although it is known that she had made express agreement with them that they should be paid in "currency," is a sufficient indication of the spirit with which the Board of Directors have been actuated in the passage of the resolution in question, and evinces a sincere desire to elevate the standard of our circulation, and to save herself and the community from the losses and derangement of a debased paper currency. Therefore,

Resolved, That in the opinion of this meeting, the resolution adopted by the Board of Directors of the Bank of Missouri, confining their receipts and payments to specie and specie-paying banks, although it may operate unequally in many cases, is justified on the score of expediency, a preservation, and upon the principles and usages of trade and banking.

Resolved, That we believe the adoption of the resolutions in question, however severely it may be felt at first, will ultimately be greatly to the interest of the people of St. Louis and of the State.

Resolved, That we pledge ourselves to sustain the Bank in the step which she has taken.

The resolutions of the committee were then adopted, with a few dissenting votes.

In accordance with the above resolution, requiring the appointment of a committee of seven, the following gentlemen were appointed said committee:

Wayman Crow, Jos. C. Laville, Geo. K. Budd, A. G. Farwell, Martin Thomas, J. W. Paulling, Samuel Gaty.

On motion of Mr. Paschall, the meeting adjourned to 3 o'clock on Thursday afternoon.

EDWARD TRACY, President.

J. C. LAVILLE, } Vice Pres'ts.
J. CLEMENS, Jr. }

G. G. Foster, } Sec'ys
Saml. Gaty, }

The St. Louis Republican says:—"The number of bricks manufactured near the city the past season was 19,800,000, and that rising of 7,000,000, including those left over last year, have been laid. Last year the number made was estimated at about 16,000,000, and upwards of 14,000,000 were laid. This shows something of the great growth of the city."

ADJOURNED MEETING.

THURSDAY, NOV. 14, 3 o'clock.

Met pursuant to an adjournment—same officers present as yesterday. Proceedings of yesterday read by the Secretary, Mr. Foster, and accepted.

Mr. Crow from the committee appointed to confer with the President of the Bank of the State of Missouri, made the following report, which was accompanied with some forcible remarks:

The Committee charged with the duty of conferring with the President of the Bank in relation to its final determination to adhere to the obnoxious resolution of the 12th inst., beg leave to submit for the consideration of the meeting the following report:

The Committee deemed it proper on an occasion of this kind to waive all oral communication; and they, therefore, at an early hour addressed the President of the institution a communication, of which the following is a copy:

St. Louis, Nov. 14, 1839.

10 o'clock, A. M.

Sir:—I am instructed to address you on behalf of the Committee appointed by a meeting of citizens called to take into consideration the resolutions of the Bank of Missouri passed on the 12th inst., to confer with you and learn if it be the determination of the Bank to adhere to the principles of said resolution.

I communicate herewith a copy of the proceedings of the meeting, from which you will perceive the Committee are expected to report to an adjourned meeting this afternoon at three o'clock.

I have, therefore, to request you will give the subject as early and immediate attention as may be convenient, and favour the Committee with a reply.

On behalf of the Committee, I cannot forbear expressing the hope that the Directors of the Bank may view the matter as the Committee have reason to believe nine-tenths of the community do—that the interests of the Bank, all classes in the city, and of the state at large, are intimately connected with her pursuing a similar course of policy hitherto adopted.

I am, sir, very respectfully, your ob't serv't.

WAYMAN CROW.

JOHN SMITH, Esq. President of the Bank of Mo.

In answer to which they have received the following reply, herewith submitted.

The Bank of the State of Missouri, }
St. Louis, November 14, 1839. }

To Wayman Crow, Esq., on behalf of the Committee appointed by a meeting of citizens called to take into consideration the resolutions of the Bank of Missouri, passed on the 12th inst. &c.

Dear Sir:—I have the honour to acknowledge the due receipt of your note of this day, and have duly weighed its contents.

Without allowing myself for a moment to give the deep consideration to the proposition referred to in your note, to which it is so fully entitled, by its importance and from the distinguished source of its origin—a meeting composed principally of Merchants and Mechanics of this city—I am compelled at once to give my exclusive attention to the two resolutions adopted at the meeting as follows:

Resolved, That, as the sense of this meeting, it will be no discredit to any individual having paper maturing this day at the Bank of Missouri, to allow said paper to go to protest, if a tender is made at the bank, or to the notary, of currency hitherto bankable, and is refused.

Resolved, That a resolution, purporting to have been issued by the State Bank of Missouri, dated the 12th inst., and published in the public journals of the day, is unjust in principle, and impossible to be reduced to practice; and, whatever may be the consequences, must and will be disregarded.

Now, Sir, without entertaining the slightest disrespect

for you or the meeting of which you are the organ—I must be distinctly understood to enter my solemn protest against the sentiments contained in the above resolutions referred to. In my opinion *sentiments* that are at war with all social rule—proposing at one blow to set all law, all order, and all *moral sanction* at defiance—and seemingly to invite that *lawless outbreak* which the desperate in character and fortune are ever so ready to stimulate and bring about.

Sir, are the old inhabitants of the city of St. Louis prepared to set *honesty, justice, and the requirements of law at defiance?*

In her behalf—a city that has almost given me birth—where I have lived for thirty consecutive years—and am what I am—a respecter of the laws of my country—one of her merchants for twenty uninterrupted years, whose strict integrity has contributed its mite to her reputation at home and abroad—the city where I hope to deposit my bones in peace—I ask, in the name of *honesty and justice*, is she prepared deliberately to carry these *law breaking* resolutions into effect? I answer No—she will pause—reason will re-assume its sway, and old-fashioned mercantile rule and honour which for so many years has prevailed as her chief characteristic—her pride—her glory—elevating her to an equal rank amongst the proudest of our cities—will now prevail, and compose her members *into peace and order, and a strict observance of the laws of our country.*

The tone of defiance which is breathed in these resolutions, precludes the submission of reasons. It deprives me, at a blow, of an opportunity to do justice to myself or the State, *which*, upon this subject, I have the honour to represent; for, sir, you are not to be informed that I owe it to myself, to the State of Missouri, and to the *sober-minded* of St. Louis, not to oppose arguments and reasons to persons or assemblages who deal out terms of passionate defiance of the laws of commerce and of nations.

In conclusion, I embrace this opportunity of expressing my deep and unfeigned solicitude for the honour of the city, and for the prosperity and welfare of its citizens, and to iterate to you, sir, and the gentlemen composing the committee whom you represent my high regard for you individually.

I remain, dear sir, most respectfully,
Your fellow-citizen,

JOHN SMITH, *Pres't.*

The Committee think it unnecessary to comment on this extraordinary communication, except by submitting the following resolutions:

Resolved, That this meeting have seen with regret not unmingled with indignation, the determination of the Bank of the State of Missouri, to *adhere to their resolution*, adopted on the 12th inst. declaring that the Bank will, in future, receive from and pay out to individuals, her own notes and specie, or the notes of specie paying banks—thereby rejecting and depreciating nine-tenths of the ordinary currency of the country, which it has itself been instrumental in keeping in circulation, by receiving and paying it out at pleasure.

Resolved, That in this crisis it is the imperative duty of the Bank to receive payment in *current funds* for all discounted paper not renewable, and also, for such as it holds for collection; and that the business men as heretofore will meet such liabilities in the manner in which they were contemplated when incurred, namely, in the currency of the country. That if any call not exceeding 5 per cent is made in specie on renewal paper they will meet such call.

Resolved, That with a view of carrying out the foregoing resolution, the bank be requested to deposit in some other institution, or with individuals for collection, such paper as is embraced in that description payable in current funds, and should it not agree to do so, or to receive such funds at its counter in payment, then this meeting resolve and pledge themselves to the community and to each other, not to regard or attempt to pay any of their liabilities to the Bank which the aforesaid currency will not pay, but to permit their liabilities to go to protect, believing under the

circumstances it will be no discredit; and they likewise pledge themselves to each other to withdraw their deposits from the Bank of Missouri, and cut off all general intercourse with her, as an institution unworthy their confidence.

Resolved, That it be recommended to such corporate institutions as receive deposits, the merchant's, traders, mechanics and citizens generally, to receive and pay out in all transactions as formerly, the notes of the solvent banks of Illinois, Indiana, Kentucky, and other States, and to regard such notes as the *par currency* of this city.

Resolved, That a Committee of 13 be appointed by the Chair to address the people of this state, setting forth the peculiar position, in which the citizens of this city and state are placed by the late extraordinary resolution of the Bank of Missouri, and in justification of the several proceedings of our citizens in public meeting assembled.

The resolutions were read separately and adopted by almost unanimous votes upon each—sometimes one, and at others two or three, only, voting in the negative.

Several gentlemen addressed the meeting during the passage of the resolutions.

After some further discussion,

The question being upon the acceptance of the report of the committee, it was carried in the affirmative, by a very large vote—only three voting in the negative.

The following gentlemen were announced by the President to compose the committee required by the 5th resolution: Messrs. Beverly Allen, Wayman Crow, James Clemens, Jr., N. Paschall, P. Chouteau, Jr., Henry Von Phul, Wm. Glasgow, Joseph Charles, Aug. Kerr, Bernard Pratte, J. P. Doane, and D. D. Page.

It was on motion, resolved, that the proceedings of this meeting be signed by the officers and published.

Adjourned *sine die*.

EDWARD TRACY, *Pres't.*

J. C. LAYELLE, }
J. CLEMENS, Jr. } *Vice Pres'ts.*

G. G. Foster, }
Samuel Gaty, } *Sec'ys.*

A singular speculation has taken its rise in Calcutta out of the opium affair. A sort of stock has made its appearance in the money market there called "Opium Scrip," in which business appears to have been freely transacted. This "scrip" is founded upon the receipts given by Mr. Superintendent Elliot to the consignees of the opium given up by his orders to the Chinese authorities, and represents the value of the several parcels for which delivered, and for the amount of which they have the guarantee of the indemnity by Government, so far as the superintendent might be authorized to pledge it.

City Tobacco Warehouse.—There have been two thousand five hundred and thirty-one hogsheads of Tobacco inspected at the city warehouse for the present season, ending the 29th instant, five hundred of which are now in store.—During last year to the same date, there were 4,370 hogsheads inspected, seventeen of which are now in store.

The prices for inspection, &c., are as follows:—For inspection, 50 cents per hogshead; at the time of taking out of the store-house, if within six months after reception, a charge of \$1 25 is made on each hogshead, and 25 cents per month is asked for storage on each hogshead, after that time.

It will be seen that there is a reduction of 1,841 hogsheads as compared with the number in 1838, which has arisen as is supposed, from the failure of the crop in a portion of the Union.

Although the establishment of a Tobacco depot in this city was not expected to yield a profit to the corporation at once, yet it was calculated that it would secure to it a portion of this trade, which would add more or less to the interests of many of its citizens, and in the end, perhaps, yield an income from its receipts.

About \$15,000 were paid last year to the superintendents of the above establishment for inspection, &c. and it is presumed by good judges that this will be nearly doubled in another season, if the crop proves favourable.—*N. American.*

The following letter was addressed to the cashier of a country bank in Pennsylvania, by the state treasurer.

Treasurer's Office,
Nov. 20, 1839.

Dear Sir:—Enclosed, I return you a check on the Bank of the United States, it being for tax on the amount of dividend declared by the bank of which you are an officer.

I have two objections to receiving the check. The first is, that the bank had no authority by law to declare a dividend during the suspension of specie payments: and second, the dividend declared in May will be required in *specie*. See the act of 27th January, 1819.

Yours truly,

DANIEL STURGEON, State Treas.
To ———— Esq., Cashier.

Extract of a circular addressed by a member of the St. Louis Bar to his clients in Eastern cities:

"Merchants selling goods on credit to residents of Missouri will generally find it to their advantage to take a promissory note from the purchaser. An open account for goods sold and delivered, is barred by the statute of limitations in two years; the makers of a promissory note cannot avail themselves of the plea if suit should be commenced at any time within ten years after the note becomes due. Besides there is often difficulty and delay in proving an open account while in most cases it is not even necessary to prove the signature to a note or bill of exchange, for by the laws of Missouri, the execution of an instrument of writing upon which an action is founded, will be taken as admitted, unless the defendant denies it on oath in his plea. Suits brought upon bonds, notes, and other liquidated accounts, come to trials sooner than actions brought upon open accounts.

Correspondence of the Courier and Enquirer.

London 31st October, 1839.

As your readers feel a deep interest in the English Corn Market, and many of them cannot have the means of ascertaining the relative value of a sack of flour and an American barrel, nor of adjusting the duty upon the latter, varying as it does according to the duty upon a quarter of wheat, I send you the following table, which will not only give the information required, but will save the labour of calculation.

A sack of flour weighs 240 lbs., a barrel of American flour 196 lbs.; consequently a barrel of flour is seven-tenths of a sack by weight. The relative value is as follows:

A sack of flour,		Duty upon a		Relative duty	
s.	a. d.	quarter of wheat	upon a bbl.	upon a bbl.	of Am. flour.
At 70 equals a bbl. at 49 0		(8 bushels) at	a. d.	a. d.	a. d.
68	"	47 6	73	average 1 0	0 7½
66	"	46 3	72	" 2 8	1 7½
64	"	44 9	71	" 6 8	4 0½
62	"	43 5	70	" 10 8	6 5
60	"	42 0	69	" 13 8	8 2
58	"	40 5	68	" 16 8	10 0½
56	"	39 3	67	" 18 8	11 2½
54	"	37 9	66	" 20 8	12 5½
52	"	36 6	65	" 21 8	13 6½
50	"	35 0	64	" 22 8	13 8½

The present duty upon a quarter of wheat is 16s. 8d. a barrel of flour 10s.

Fron.—On Monday last 54 tons of pig iron, made with anthracite coal alone as fuel, arrived at Fairmount locks. We put this fact upon record as designating a new era in the manufacture of this important staple of our state. This iron was made at Pottsville, at the new works of Messrs Lyman & Co. We learn that an order has been given to this concern for a quantity of cast iron rails, to be used on the Mount Carbon railroad. If this experiment succeeds, and we confess we have no reason to apprehend a failure on roads where horse power is used, there will be a saving of upwards of 75 per cent. in the construction of railroads with cast iron rails.

Commercial List.

Mr. Joseph Barnard of Hopkinton, N. H. had 422 pounds of wool, the clip of last season, which is said to have been the nicest wool produced in the United States. Mr. Lawrence, of Lowell, who purchased it, states that when sorted, thirty-two pounds were found super extra, for which \$1 per pound was paid; 124 pounds extra, for which 90 cents was paid; 154 pounds prime at 80 cents; 103 pounds at 70 cents, and the balance at 60 and 50 cents, making in all \$342. The lowest of these prices is as high as the best wool in market has been quoted.

PHILADELPHIA.

Value of Goods imported and duties.—The value of the goods imported into this port during the years 1837 and 1838 and three quarters of 1839, have been as follows, viz:

In 1837,	\$10,130,838
1838,	10,417,815
1839, (three quarters,)	12,571,164
Showing an increase in the three quarters of this year, of \$2,153,349, over the whole of 1838.	

The duties accruing to the United States from imports into this port during the fiscal year in 1838 and 1839, have been as follows, viz:

1st qr. Oct. 1st to Dec. 31st, 1838,	\$139,682 90
2d do Jan. 1st to March 31st, 1839,	735,680 51
3d do April 1st to June 30th,	717,063 78
4th do July 1st to Sept. 30th,	1,078,695 77

Total,	\$2,971,122 97
In 1838 the amount was	1,917,108 80
Showing an increase this year of	1,054,014 17

In 1839, the number of vessels arrived up to November 29th, have been 10,780; of which 497 were from foreign ports. During the same period in 1838 the number of arrivals amounted to 10,498, of which 443 were from foreign ports.—*Commercial List.*

Report to the Grand Jury for the city of Baltimore of the number of persons confined in the Maryland penitentiary, and of their various employments:

MALES.

Weaving, warping, quilling and otherwise engaged in the weaving department,	172
Dyeing,	8
Cordwaining,	10
Tailoring,	2
Sawing stone,	26
Cooks and bakers,	9
Smithing,	2
Carpentering,	4
Turning and machining,	4
Cleaning dormitories,	7
Sick and invalid,	9
Steward, cook and attendants in hospital,	3
Jobbing,	6
Runner,	1
Barber,	1
	— 272

FEMALES.

Spooling,	4
Washing,	11
Sewing,	5
Knitting,	1
Picking wool,	2
Binding shoes,	6
At house work,	2
Dressing cotton,	1
Sick and invalid,	4
Nurse and attendant in hospital,	2
	— 38

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Respectfully submitted,

WM. HOULTON, Warden.
Baltimore American.

October 23, 1839.

COMMERCE OF NORTH CAROLINA FROM 1791 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Duties paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	524,548	.	106,994	29	23,245 00
1792	.	.	527,900	.	75,582	161	26,844 00
1793	.	.	365,414	.	63,377	81	10,167 49
1794	.	.	321,587	.	83,657	.	14,438 76
1795	.	.	492,161	.	106,015	1,032	12,601 19
1796	.	.	671,487	.	85,682	10,421	15,515 04
1797	.	.	540,901	.	114,713	1,254	19,645 61
1798	.	.	537,810	.	135,417	5,804	18,903 33
1799	.	.	485,921	.	138,578	2,525	19,214 52
1800	.	.	769,799	.	151,087	4,555	20,949 47
1801	.	.	874,384	.	141,781	1,508	21,812 63
1802	.	.	659,390	.	274,386	2,742	21,399 71
1803	926,318	26,296	952,614	.	182,565	1,786	21,063 13
1804	919,545	9,142	928,687	.	204,759	3,755	18,908 82
1805	767,434	12,469	779,903	.	190,722	10,647	22,576 69
1806	786,029	3,576	789,605	.	221,509	2,011	22,180 70
1807	740,933	4,229	745,162	.	209,035	5,922	21,894 58
1808	117,129	.	117,129	.	46,835	2,390	16,623 24
1809	322,834	160	322,994	.	82,646	.	23,161 64
1810	401,465	2,484	403,949	.	75,170	4,185	26,472 47
1811	793,975	4,001	797,976	.	63,053	588	17,114 85
1812	469,219	.	469,219	.	59,835	881	15,243 49
1813	795,510	1,848	797,358	.	446,135	497	14,807 65
1814	362,446	.	362,446	.	356,963	480	17,840 84
1815	1,012,967	975	1,013,942	.	339,905	3,861	25,826 61
1816	1,328,271	464	1,328,735	.	262,242	4,866	20,267 43
1817	955,211	1,369	956,580	.	170,621	4,340	20,617 67
1818	948,253	.	948,253	.	161,194	2,269	10,520 52
1819	646,703	1,033	647,736	.	142,350	591	14,228 51
1820	807,944	375	808,319	.	185,425	4,261	20,138 29
1821	400,944	.	400,944	200,673	110,637	3,289	13,376 89
1822	585,951	.	585,951	258,761	127,855	4,225	14,226 03
1823	482,417	.	482,417	183,958	150,347	6,213	13,968 92
1824	588,733	.	588,733	465,836	158,866	5,066	17,077 07
1825	553,390	.	553,390	311,308	141,213	855	18,041 10
1826	581,740	.	581,740	367,545	147,024	66	21,018 36
1827	447,086	2,151	449,237	276,701	101,109	.	.
1828	522,498	1,249	523,747	368,615	119,116	259	30,445 03
1829	564,506	.	564,506	283,347	176,020	7,078	23,382 46
1830	396,550	783	399,333	221,992	104,426	2,305	15,277 02
1831	340,973	167	341,140	196,356	84,358	54	16,277 49
1832	338,246	3,795	342,041	215,184	58,277	187	18,423 04
1833	432,986	49	433,035	198,758	54,774	429	22,012 91
1834	471,406	.	471,406	222,472	49,376	113	23,887 57
1835	319,327	.	319,327	241,991	46,754	.	24,697 37*
1836	428,415	1,436	429,851	197,116	41,706	63	25,417 04*
1837	548,876	2,919	551,795	271,623	.	.	13,012 20*
1838	544,952	271	545,223	290,405	.	.	15,666 55*

* Ending 30th of September.

The Bank Revolutions.—The House spent most of yesterday in deciding upon what course the legislature should adopt in relation to the suspension of the banks. Various amendments and propositions were argued and voted down: at length the following resolution, offered by Mr. Barry, and amended (with the proviso) by Mr. Farquharson and (with the name of the Farmers' and Merchants' Bank of Memphis) by Mr. Bransford, was adopted in lieu of Mr. Smith's, which required the Bank of Tennessee and Branches to resume the payment of specie forthwith.

Resolved, By the General Assembly of the state of Tennessee, that the Bank of Tennessee, the Union Bank, the Planters' Bank, the Farmers' and Merchants' Bank of Memphis, and all the other banks of Tennessee, and all their branches, are hereby required to resume and continue the payment of specie for all their obligations that are due, and as fast as they become due and are presented for payment.—

Provided, that the Bank of Tennessee shall not be required to resume the payment of specie forthwith unless the Union and Planters' Banks will agree to resume, and do resume the payment of specie at the same time. Adopted, the ayes and noes being called, by the following vote: ayes 62: noes 11.

United States and Prussia.—The Frankfort Journal states, that "Mr. Wheaton, agent of the United States of America at the congress of the German Customs Union, has been more successful in his mission than Dr. Bowring, having succeeded in obtaining a considerable reduction in the import duties on one of the principal productions of his country (cotton, we suppose.) Among the motives of the Prussian government for granting this favour to the United States was the large exchange of products which has of late taken place between Prussia and North America, which latter takes a great quantity of wool, glass, &c., from the Prussian states."

The Canal.—We understand that the navigation of the middle section of the Erie Canal has been interrupted by a fall of snow which the severe weather has converted into ice. There is an unusually large quantity of flour and wheat along the whole line which is greatly needed on the Atlantic. A favourable change of weather, for a few days would add from 50 to 75,000 barrels of flour to the market supply for the winter.—*Albany Journal of Friday evening.*

Breach in the Canal.—There is a breach in the canal between this city and West Troy, which is expected to be repaired to-day. We understand that the captain of a boat informed a lock tender that the water was breaking out of the old into the new canal, and that there would be a serious breach unless properly attended to. The lock tender replied that he did not care if there was a breach, and that he did not want to lock another boat this season.—*Id.*

We understand that there are over six hundred boats, most of them coming to Albany, between this city and Utica.—*Id.*

State of Pauperism in Massachusetts 1838.

We have prepared the following summary from an abstract of returns made to the Secretary of the Commonwealth, and by him submitted to the Legislature, February 22, 1839.

state, do.	Counties; do.		
Number of towns returned,	308		
Number of persons relieved or supported as paupers during the year,	305	In	
Number of the preceding having a legal settlement in the Commonwealth,	15,069	Boston.	3,660
Number of state paupers,†	9,326		1,351
Number of state paupers who are foreigners,	5,188		2,309
Number of foreigners from England and Ireland,	3,333		1,631
Number of alms-houses,	2,955		1,496
Number of acres of land attached to alms-houses,	173		1
Estimated value of alms-houses,	10,747½		47
Number of persons relieved in alms-houses, during the year,	\$839,765		\$100,000
Average number supported in alms-houses,	7,214		1,424
Average weekly cost to support each pauper in alms-house,‡	4,326		581
Number of persons in alms-house unable to perform labour,	83 cts.		\$1 00
Estimated value of labour performed by paupers in alms-houses,	3,241		990
Number of persons aided and supported out of alms-houses,	\$34,214 98		\$3,000
Number of insane relieved or supported,	7,510		2,236
Number of idiots relieved or supported,	570		78
Proportion of paupers probably made so by intemperance in themselves or others,	396		30
Number of foreign paupers which have come into the Commonwealth within one year,	6,963½		1,068
Nett amount of expense of supporting and relieving paupers including interest of alms-house establishment,	319		92
Amount received from the Commonwealth towards the support of state paupers,	\$325,092 07		\$42,000
	\$40,094 26		\$12,000

* These are also embraced in the preceding column.

† State paupers we believe are those who have no legal residence in any town or in the state.

‡ The highest one dollar, lowest fifty cents.

§ The answer from Boston is "three fourths in the alms-house; of the out door poor a much less proportion!"

Lake Fisheries.—Eight thousand three hundred and eighty four barrels of lake fish have gone up the Ohio canal from Cleveland this season. It cannot, we think, be too high to estimate the quantity sold here the present season at 10,000 barrels. What quantities are sold at other lake ports we have no means of ascertaining.—*Cleveland Herald.*

Upon examining some documents lately received from England, we find the following table exhibiting the number of letters and passengers by the packet ships between Liverpool and New York in 1832-34-35. We were particularly struck with the great disproportion between the number of letters sent from New York and those received there from Liverpool. We can account for it only by supposing that those received from England and Ireland do not pass through the post-office there, but are generally brought by the numerous friends coming to this country. While on the contrary, so few opportunities by private hand occur, that most of the correspondence from this country passes through the post-office at Liverpool.

Number of letters conveyed by the packets between Liverpool and New York, passing through the post-office.

	From N. Y. to L.	From L. to N. Y.	Total.
1833	220,319	15,254	235,573
1834	243,016	21,409	264,425
1835	265,770	29,702	295,472

Number of passengers by the packet ships.

1833	1,461
1834	1,961
1835	1,705

Bounty on Wheat.—In 1838, \$9,421 93 were paid by Massachusetts as a bounty on 97,195½ bushels of wheat raised in that state by 3,633 applicants, under an act passed March 2, 1838.

Bounty on Silk.—Agreeably to act of April 11, 1835, the following bounties were paid on silk.

	lbs. of cocoons.	lbs of reeled silk.	lbs. of thrown silk.	Total bounty.
1836	613. 2	\$6.10	11. 2	\$5.20
1837	1,011. 8	109. 1	65.11	137.51
1838	1,851.15	189. 9	140. 9	351.52
1839 Mar. 6,	2,631.	190. 6	79. 8	377.99
	6,100. 9	525.10	296. 4	1,021.22

We are indebted to the politeness of the Secretary of the Commonwealth of Massachusetts, for numerous public documents, of some of which we have made use in the last and present numbers. The information which the Legislature of that state is endeavouring to collect on various subjects, will be exceedingly valuable. A good example is presented for imitation to other states.

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UNITED STATES COMMERCIAL & STATISTICAL REGISTER.

EDITED BY SAMUEL HAZARD.

VOL. I. PHILADELPHIA, WEDNESDAY, DECEMBER 11, 1839. No. 25.

Annual Report of the Union Canal Company of Pennsylvania.

The close of another charter year brings with it the duty of presenting to the stockholders of the Union Canal Company, an account of the operations of their improvement for the past season, and of the present condition and prospect of their enterprise. While the managers have to congratulate all who are interested in the stock and loans of the company, on a considerable increase in the amount of tolls, their felicitations are diminished by their inability to announce, that those whose patriotism first induced the commencement of the connexion between the eastern and western waters of the commonwealth by means of the Union Canal, have yet received any direct remuneration for their subscriptions.

The improved condition of the business of the country, and the more abundant productions of agricultural labour, have very considerably increased the business of the canal, which has remained navigable throughout the usual periods of transportation, with the exception of a few interruptions, caused by slight accidents to the line, or arising from the peculiar character of the season. The early setting in of the winter of 1838, closed the canal by ice on the twenty-eighth day of November, which was several weeks earlier than the usual average of the seasons, and very sensibly curtailed our receipts for tolls for that portion of the term.

The navigation was opened on the twenty-sixth day of March, and from that time to the present a very active trade has been kept up on all parts of the line, and the total amount of tolls for the year is \$135,163 73; being \$11,588 27 greater than was received in 1838. With the means thus placed at their disposal, the managers have made the ordinary repairs, and maintained the canal in a state of efficiency to meet and carry the trade which offered. The interest falling due on the several loans to the company has been punctually paid for five successive quarters, ending on the sixteenth day of July last, but an anticipation of a necessity for a considerable expenditure for repairs to prepare the canal for business next spring, has induced the Board to postpone the payment of the interest due on the sixteenth of October, until they were enabled, at the close of the season for navigation, to determine whether all the means then in their possession would be needed for such repairs, or any part of it be liberated for payment to the loanholders. The necessity for this determination has grown out of the peculiar position of the affairs of the company, which has caused the postponement of a renewal of some parts of the work, under an expectation that the bounty of the Commonwealth, which has twice been tendered by the Legislature, would be placed at the command of the company, and enable the managers to enlarge the canal and locks to a capacity that now seems to be most favourably regarded for economical transportation. The popular sympathies are clearly in unison with these repeated actions of their representatives, and on the failure of an attempt to obtain an appropriation in aid of the company at the session of 1838, similar to that which had passed in 1837, a convention of delegates from all parts of the state, interested in the improvement, was proposed in the summer of 1838, and assembled at Harrisburg in December of the same year. They unanimously and cordially recommended that immediate measures should be taken to enlarge and improve this important link in our public works.

The proceedings of the convention, and the several reports
VOL. I.—48

made under its authority, of the trade and resources of the counties immediately depending on it as an avenue to market, were published and circulated among the people, and eventuated in the passage of a bill appropriating four hundred thousand dollars to enable the company to increase the capacity of their canal, and facilitate the transit of coal, iron, and agricultural products, to our metropolis. The sanction of the Governor has not yet been given to this bill, and its fate will probably not be determined until the assembling of the legislature in January next.

As soon as the board was informed of the intention of the citizens of the Commonwealth to hold a convention on the subject of enlarging the Union Canal, they determined to make application to the Canal Commissioners for the services of one of the principal engineers of the state, who, under their instruction, should make an examination of the route of the canal, the means for supplying it with water, and the streams at command for that purpose, and generally to report on the practicability of enlarging the capacity of the canal to the present usual size, at a cost which would be remunerated fully by the increased tonnage it would be capable of bearing, and which would thereby naturally be thrown upon it. James D. Harris, Esq., very favourably known to the community as a gentleman of high professional attainments, was kindly and promptly named by the Canal Commissioners for the purpose, and was engaged, during the months of November and December of last year, in making the examinations required. He was accompanied in his explorations by the president and resident engineer of the company, and his report is of a very flattering character. We have deemed it proper to present the conclusion to which he comes in his report, as the independent and impartial source from whence it emanates, will, in our opinion, inspire full confidence in the feasibility and economy of undertaking the proposed change at the earliest practicable period.

"After a careful examination of the subject, with the investigation of which the undersigned has been entrusted, he has arrived at the conclusion that the enlargement of the Union Canal is imperiously called for by the wants of the public, and by a proper regard for the interests of the commonwealth, and especially of the city of Philadelphia; and having settled in his own mind that a full supply of water for the increased trade can be commanded as it may be required, he has no hesitation in recommending the work to be undertaken. This he does the more confidently from the conviction, that the investment after the enlargement is completed, will be greatly more profitable than the present investment."

The cost of the enlargement, taking into consideration all the changes suggested by Mr. Harris, will not vary sensibly from estimates previously made under the direction of the company, by the resident engineer; and in most of the items which swell the cost of the undertaking, no inconvenience would be experienced by postponing the execution of them, until the increased trade of the canal would readily furnish the means necessary for their construction. The board has already intimated, that owing to the uncertainty under which they have rested during the past season, in regard to obtaining the means for enlarging and renewing portions of the canal, locks, &c., many essential repairs have been postponed, and they recently appointed a committee to visit and examine the works of the company, in order that they might be prepared, if ultimately disappointed in aid from the common-

wealth, to cause every part of the line to be put in such repair as would not only secure the regular passage of its ordinary trade but in all renewals of permanent structures, have regard to their adaptation to an enlargement of the canal. Directions have accordingly been given to the resident engineer, according to the recommendations of that committee, to make active preparations for such repairs, by transporting before the close of the season, lumber and other necessary materials to the points where they will be required, and to furnish the board with detailed descriptions of the work to be done, and estimate of the probable cost of accomplishing it. In making these repairs, a rigid but sure policy will be pursued, keeping steadily in view the obligations the company is under to give to the loanholders a punctual payment of their interest, and at the same time to place the works as far as possible beyond the hazard of accidents which might render the canal wholly unavailable either for revenue or business.

With the exception of the natural decay of the mechanical structures, and the ordinary wear of the machinery, the canal is in good order, and in all respects it will compare favourably with any similar work in the Union. Its tolls are fully equal to those derived from works of internal improvement, which are chiefly occupied in the transportation of merchandise and valuable agricultural products. Experience has fully shown, that the most valuable tonnage for canals is coal and iron, and the inexhaustible supplies of these minerals which look to the Union Canal for their transit, must at no distant day yield a large revenue to the company. The Treasurer's accounts herewith presented, will show the receipts and expenditures of the company for the past year, and an account of the kinds and quantities of tonnage which have passed over the line during the same period is also appended.

By order of the board of Managers,

WILLIAM BOYD, President.

Philadelphia, Union Canal office,
November 19, 1839.

*Statement of the tonnage which passed the Union Canal
from November 1st, 1838, to November 1st, 1839.*

	Pounds.
Flour, 72,908 barrels,	13,456,587
Grain, 583,024 bushels,	34,951,434
Whiskey, 8,980 barrels,	2,694,022
Iron, bar, pig, rail iron, } tons. cwt. q. lbs.	
and cast'g. weighing } 10,907 14 1 5	24,433,283
Iron ore, 8,436 4 0 22	18,891,774
Coal, anthracite, 20,885 16 0 20	46,774,132
Coal, bituminous, 12,106 3 2 7	27,117,849
Lumber, 15,518,600 ft. 15,518 6 0 0	34,761,664
Timber in rafts, 117 rafts, cont'g. 2,537,551 ft.	5,684,102
Shingles, 3,593 tons,	8,018,320
Staves,	1,088,808
Gypsum, 9,022 tons, 4 cwt. 0 qr. 5 lbs.	21,209,733
Fish, 15,330 barrels,	4,599,172
Salt, 110,238 bushels,	6,613,728
Merchandise,	31,827,477
Seeds of all kinds,	1,105,108
Bacon and pork,	925,072
Queensware,	806,838
Leather,	564,042
Nails,	2,224,280
Butter and lard,	504,793
Sundries, consisting of Tobacco, wool, lime, limestone, bricks, grindstones, burr blocks, charcoal, live stock, fruit, railroad sills, &c.	21,080,463
	310,392,681

Equal to 138,568 tons, 3 cwt. 0 qr. 25 lbs.

Amount of tolls received during the year ending November
1, 1839, \$135,163 73.

Total number of boats which passed the canal this year,
8,240.

THOMAS P. ROBERTS,

Treasurer Union Canal Company.

Philadelphia, November 1, 1839.

State of Mississippi Union Bank.

25th September, 1839.

RESOURCES.

Bills receivable,	\$5,575,712 54
Suspended debt, \$572,548 61	
do. in suit, 2,557 29	
	575,105 90
Bills of exchange out of state,	626,397 01
Bills of exchange in state,	194,328 34
	\$6,971,543 79
Loans to State of Mississippi,	200,106 60
Auditor's warrants on treasury State of Mississippi,	76,405 19
Cotton notes, 2,191,915 31	
Expenses on cotton, 54,095 15	
	2,246,010 46
Deduct amount of cotton sold and sterling bills drawn on cotton, 753,809 39	
	1,492,201 07
Due by State banks,	27,575 59
Mississippi state bonds,	5,000,000 00
Protest account,	120 00
Banking-house,	16,411 19
Bank expenses and furniture,	18,959 85
Cash, viz :	
Notes of other banks, 40,465 00	
Specie, 698,098 62	
	538,563 62
	\$14,441,887 00

LIABILITIES.

State bonds issued for capital stock,	10,000,000 00
Circulation, including deposit certificates now due,	430,094 97
Circulation, including deposits and certifi- cates due April and May, 1840,	2,654,545 14
Due to banks out of the state,	64,146 11
Due to Treasurer State of Mississippi,	9,365 81
Profit and loss, 262,164 73	
Profit since last semi-annual set- tlement of books, 12,835 53	275,000 26
Exchange on sterling bills sold,	6,044 45
Suspense account,	2,690 26
	\$14,441,887 00

An Assorted Cargo.—The tow-boat Exchange, arrived at New York, a day or two ago, with the following cargo :
1250 Sheep, 70 Cattle,
250 Hogs, 54 hhds. Cider,
150 bbls. Beer, 7000 bushels Grain,
100 bbls. Apples, 8 tons Bar Iron,
12 tons Marble, 6000 lbs. Iron Castings,
40 casks Oil, 40 boxes Sperm Candles,
50 Corn Shellers, 30 bales Goods,
130 Passengers.

Insurance Watch.—The Fire Insurance Companies of New York have organized a corps of men, at their own expense, to act as a fire watch. The organization consists of forty-five men, twenty of whom are always on duty during the night. They are under the control of a chief engineer. Their services are confined to the lower fire district, extending from the Battery to the Park. Two fires have happened since the arrangement went into effect, and the result has been satisfactory. It is believed that this watch will be able to preserve a great amount of property when fires occur,—assist in extinguishing them,—give early notice of danger, and perhaps catch an incendiary, or take such note of the condition of things as will serve to detect a well insured owner who happens to set the fire himself.—*Jour. of Commerce.*

Reported for the Journal of Commerce.

SUPERIOR COURT.

Judges JONES, OAKLEY and TALMADGE presiding.

Arrest of the Texian Ambassador decided to be illegal.

Judge Oakley delivered the decision of the court in this case as follows:

The defendant in this case, is the Ambassador of the republic of Texas—sent by his government on a mission to the courts of France and England, and received and accredited as such at those courts. Having negotiated a treaty with France, he is now on his return to Texas, with the treaty, to lay it before the congress of that country, now in session, for its ratification; and he has with him the regular credentials of his official station, which are to be considered as laid before us. On his arrival in this city he has been arrested and held to bail on civil process, issued out of this court, at the suit of plaintiffs. It does not appear when or where the debt, on which the suit is founded, nor is it necessary to inquire, according to the view I take of the case, any further than to infer, as I presume the fact is, that it has not been contracted since his late arrival in the United States.

Upon this state of the case, the question is submitted to us whether the defendant is entitled to be discharged from this arrest, and whether the process against him ought to be set aside. The defendant contends that he is entitled to such discharge, because he is privileged from arrest, as an Ambassador of a Sovereign Power, travelling through the country, in the execution of the duties assigned to him by his sovereign. On the other hand, it is contended, that such privilege applies only to an Ambassador or public minister deputed to this country by a foreign State, and residing here as such.

It is not questioned that a resident minister received and acknowledged by the Executive of the United States, is not subject to the civil jurisdiction of our courts. It is clear that this privilege is founded, not on any municipal law of this country, but on the law of nations. The act of Congress, of April 1790, (which is in substance like the English act) cannot be construed as intended to confer this privilege. Its object is to enforce it, first by declaring all process issued by any court against such minister void—and secondly, by inflicting punishment upon all persons who may be instrumental in violating the minister's privilege. That such must be the construction of the act, is to my mind clear, from the fact, that its provisions are confined to the case of a minister who has been received and acknowledged by the executive authority; from which it would follow, if the act is considered as creating or granting the exemption—that a public minister arriving on a mission to our government and residing here would not be entitled to any of the privileges of a minister until he should present his credentials, and be publicly received by the President. Now that a minister, thus situated, is entitled to the most important privileges which attach to him, after his public reception, is clear, both from the opinions of the most approved writers on the law of nations, and from the reasons on which such privileges are founded. It was proper that the act of Congress should be confined to the case of a minister after his public reception, inasmuch as it makes penal the acts of our own citizens which may be in violation of his privileges, and this could not be done with justice until the existence of those privileges should be made known by his public acknowledgment by the government.

I cannot, therefore, yield my assent to the argument, which has been pressed upon us, that the act of Congress, has limited the extent to which the privilege of a foreign minister may be enjoyed. I do not suppose that it was intended to abrogate any part of the generally received and acknowledged principles of international law on that subject.

Assuming then, that the privileges of a foreign minister have their origin and support in the law of nations, it becomes necessary to inquire into the reasons on which that law is founded. They are, in substance, as I find them laid down in *Vattel*—that it is necessary for nations to treat with each other for the good of their affairs—that each has a right of free communication with others for that purpose—that such

communication must, of necessity, be carried on by ministers or agents who are the representatives of their sovereign, and that each sovereign state has, therefore, a right to send and receive public ministers—that such being the rights of nations a sovereign attempting to hinder another from sending or receiving a minister, does him an injury and offends against the law of nations. That, the minister representing the sovereign by whom he is deputed, the respect rendered to the minister is not personal, merely, but is, in truth, the respect due from one sovereign to another; and to withhold it is, therefore, an insult which may justly be resented, and thus the peace of nations may be endangered.

It is further laid down that the right of embassies being thus established, the inviolability of Ambassadors is a certain consequence of that right, and is indispensable to the perfect enjoyment of it. That such inviolability may be complete, it is necessary that the Ambassador should be free from the control or operation of the laws of the country to which he is sent, and from the jurisdiction of its courts, as without such freedom he might not be able to discharge his duty to his own sovereign with firmness and fidelity. It is further laid down that inasmuch as the minister is the representative of the dignity and independence of the sovereign, it is impossible to conceive that such sovereign in sending an Ambassador intends to submit or subject him to the authority or jurisdiction of a foreign power.

Without dwelling further on this summary of the law of nations, relative to the rights and privileges of public ministers, it is sufficient to observe that the principles contained in it are not only obviously just, but that all the approved writers on international law, both before and since *Vattel*, concur fully with him as to their nature and extent.

Vattel, following out these principles, to what, I think, is their legitimate result—holds that an Ambassador, passing through the territory of a friendly power, on a mission from his sovereign to another friendly power, is entitled to at least some of the rights and privileges of Ambassadors. He says that, although the Prince to whom the minister is sent, is under a particular obligation that he shall enjoy all the rights annexed to his character, yet others, through whose dominions he passes, are not to deny him those regards to which the minister of a sovereign is entitled, and which nations owe to each other. They especially owe him an entire safety.—To insult him would be injuring his master, and the whole nation; to arrest him and offer violence to him, would be hurting the right of embassy which belongs to all sovereigns. According to *Vattel's* opinion, then the principles of international law on which the rights and privileges of resident ministers rest, apply to a case like the one now before us, so as to secure to the minister an entire personal safety, and freedom from arrest and violence—or, in other words, from all restraint of his personal liberty—whereby he may be prevented from discharging his duties to his own sovereign.

This view of *Vattel* recommends itself very strongly to my judgment. It is founded in good sense and sound reason.—It is difficult to designate any principle among those before stated, as sustaining the rights of a resident minister to be exempted from arrest or a restraint of his personal liberty, which does not apply to the case of one standing in the situation of this defendant. The Ambassador of the republic of Texas, is travelling through our country, which is in amity with his own, in the actual discharge of a special duty, assigned to him by his sovereign. He is the representative of the dignity and independence of Texas as a sovereign state. Passing through our territory, on his route to his own country, to complete the mission, with which he has been charged, he cannot be presumed to have laid aside his official character and to have voluntarily submitted himself to the jurisdiction of our courts, as he could not do that without failing in his duty to his own sovereign. His arrest and detention, and, perchance, his personal imprisonment for an indefinite period, might seriously interfere with the successful termination of his mission. The free right of embassy which Texas, in common with all other nations, enjoys, may thus be impaired and she may feel that an insult has been offered to her dignity, and an injury to her rights—and thus a state of things may arise, which may endanger the national peace. It seems

to me that every principle of national courtesy, of a just observance of the rights and dignity of independent sovereign powers, and of a due regard to the preservation of public peace and of the maintenance of friendly intercourse with other nations, calls upon us to extend to the present case, the established rules of that law of nations which, by the consent of all, secures the inviolability of a resident Ambassador.—The two cases seem to me, to be equally within the reason of the law.

In thus adopting the doctrine of Vattel, I, of course, have not overlooked the fact, that most, perhaps all the other writers on international law, to which we have been referred, have advanced different views. The most distinguished amongst them, Grotius and Wigenfort, unite in the opinion, that a public Minister, passing through the territory of a third power, is not entitled to any privileges as such, and if my decision was to be governed by the mere weight of the opinions of learned men, I should probably arrive at a conclusion different from that which has resulted from my examination of the subject. But, as mere opinions, they do not address themselves to us with the authority of judicial decisions, and are to be regarded only as they seem consonant with sound reason. I am not satisfied with the grounds on which these writers sustain their opinions, or with the cases to which they refer for their support. Those cases cannot be considered, according to any reasonable view of the subject, as amounting to satisfactory evidence of the practice and usage of nations. The most that can be said of them is, that they are instances of violence, apparently acquiesced in, or to speak more properly, submitted to, in some cases after remonstrances against their legality—and, in all, from motives which cannot be known. They may have been motives of expediency merely, or motives springing from the necessary submission of the weak to the powerful. But in no case happening in times sufficiently modern to be entitled to respect as a precedent, do I find, that the violation of the person of an ambassador, travelling through the territory of a power at peace with his sovereign, has been acknowledged by that sovereign, not to be a breach of the general law of nations. And after all, the practice of nations at a remote period, and the opinions of the old writers on national law, seems to me to be entitled of themselves to little weight with us. The law of nations, like other systems of law, is progressive. Its principles are expanded and liberalized by the spirit of the age and country in which we live. Cases as they arise under it, must be brought to the test of enlightened reason and of liberal principles;—and I should as soon think of going back to the times of the English Star Chamber to search for the rules that ought to govern us in the protection of the personal liberty or rights of the private citizen—as of referring to the age of Charles X. or of Elizabeth, for the principles which ought to regulate the intercourse of nations.

It was urged, on the argument by the counsel for the plaintiffs, that the exemption claimed in this case, could not rest on that necessity of preferring the free intercourse of nations, which alone can justify it, inasmuch, as it was not necessary that the Texian Ambassador should have entered our territory on his return from Europe. And that therefore his coming into our country was, in fact voluntary, and a virtual submission on his part, to the ordinary operation of our laws while within our borders.

It is true that the defendant might have returned to his own country without passing through ours; but we cannot but see, that such a course would have been unusual and probably highly inconvenient. He is returning by the ordinary and established route—that which, in practice is adopted, by almost all men, both public and private. There is at present, little or no direct intercourse between Texas and Europe, and it would be treating the subject in a point of view altogether too narrow, to hold, that the defendant by adopting the ordinary and convenient mode of travelling to and from his place of destination, had thereby intended to abandon his official character, and to enter our territory as a mere private individual. It may happen, as in the case of some of the German states and of the Swiss Cantons, that a public Minister, deputed to them, must, from absolute necessity, pass through the territory of a third power. In such a case, the

refusal of a free passage through such territory, would be a clear violation of that free right of embassy spoken of by Vattel. The obligation to permit such passage would therefore seem to be positive, and in the exercise of national courtesy it ought to be permitted by the usual and most convenient route. Any unnecessary impediment thrown in the way of the free passage of the minister, impairs the right of embassy possessed by his sovereign. The same principle will justly apply to the case now before us. The right of free communication between nations, which has its foundation in public necessity, is in truth a right to be enjoyed according to a convenience exercised in good faith, and in reference to the usual and established modes of intercourse.

It was further contended on the argument, that the privilege claimed by the defendant is in conflict with the well-established right of every nation to exclude from its territories all persons at its pleasure. I do not so consider it. Our government may undoubtedly, if it should see fit, send out of the country any resident minister. So may they do with the present defendant. They may direct him to leave our territory, but they cannot arrest him and imprison him. In the one case he may return to his own country and complete the object of his mission, in the other his mission would be interrupted, and perchance, entirely defeated.

It is also contended, that before an ambassador, passing through our country, on a mission to another power, can claim an exemption from the ordinary operation of our laws, it should at least appear, that he had entered our territory by the permission of our government; and most of the writers on international law, who deny the right of a minister in the situation of the present defendant, to the privilege claimed for him, seem to agree that if a minister thus situated, obtains a passport, or safe conduct, as such, from the Sovereign of the territory through which he is about to pass—his right of protection by such Sovereign, becomes absolute. This must he so, according to every sound view of the case. If a Sovereign invites or permits the representative of another power, to enter his territory for any purpose—it is clear that he cannot, without a violation of all good faith, withhold from such representative, all necessary protection. Now may it not fairly be said that the present case falls within this principle. The practice of granting passports, or a safe conduct to any person, except in time of war, is, as far as I am informed, unknown to our government. No man, I believe, being about to enter our country, either to reside in it or pass through it, ever thinks of applying for permission to do so. Passports, though they may be named in our laws, are either entirely unknown in practice, or of extremely rare occurrence. The truth is, that every subject or citizen of a foreign power, finds a passport for entrance into our country, in the nature and character of our political institutions. We hold out a standing invitation to all men to come freely among us, and it is doing no violence to good sense or sound reason to say that foreigners enter our country by, at least, the implied invitation of our government. The defendant then could not, in reason, be required to obtain any express consent of the government, to come within our territory, in order that he might, when here, enjoy the privileges claimed by him as appertaining to his representative character; so long, at least, as that government permits him to remain.

In coming to the result at which I have arrived in this case, I have not considered, nor do I intend to say, what is the extent of the privileges which may be justly claimed by the defendant. It may be that many privileges clearly secured to a resident minister, as for example, those which refer to his domestic establishment, may not be necessary for the protection of a minister merely passing through the country in the enjoyment of his personal freedom.

Nor do I intend to say whether the defendant may not, by his continuance in the country, or by his conduct while in it, divest himself of his representative character, so far as by his voluntary act, to subject himself to the ordinary operation of our laws. These are questions not involved necessarily in the present inquiry.

I am of opinion, that the motion to set aside the process issued in this case and that the defendant be discharged, be granted.

Judge Jones said that as the case first came before Judge Oakley, it was thought proper that he should deliver the opinion of the Court. Each of the judges had also prepared a short opinion on the subject, but he considered that everything they could say on the question was embraced in the opinion of Judge Oakley, which was the unanimous opinion of the Court.

Mr. Lord informed the Court that in making a motion to set aside the Capias, it was not the intention of General Henderson to bring any action against the plaintiff.

Thanksgiving was observed this year, in the following States on the 28th of the past month:

New York, population about	2,400,000
New Jersey,	350,000
Massachusetts,	750,000
Rhode Island,	125,000
Connecticut,	350,000
Maine,	500,000
Michigan,	200,000

	4,675,000
New Hampshire, Dec. 5th,	500,000
Vermont, do	325,000
Ohio, Dec. 14th,	1,300,000
Wisconsin, Oct. 24th,	30,000
Illinois, date not remembered,	500,000
Iowa, do	30,000

Total, 7,160,000

We presume Indiana also observes Thanksgiving, but we have seen no notice of the proclamation. In Savanna, Geo., and Richmond, Va., a day of Thanksgiving is to be observed.

We trust the time is not far distant when one and the same day will be observed throughout the Union, in celebration of this interesting festival.—*Jour. Commerce.*

The *Schuylkill Coal Trade* has probably closed for the season, the canal being frozen, without any present chance of re-opening.

The shipments of coal from the three principal Anthracite regions for the years 1837, 1838 and 1839, are as follows.—For the present season we estimate in round numbers, as official returns have not been received: they will not, however vary much.

	1837.	1838.	1839.
Schuylkill,	523,152	433,070	438,000
Lehigh,	226,212	213,887	220,000
Lackawana.	115,387	78,207	118,000
	834,751	725,164	776,000

By which it will be seen that this year's shipments will exceed last year's about 50,000 tons, and fall short 88,000 tons of the business of 1837. From our own region, a small increase over last year, 5000 tons at the extent, has been sent to market, but the season throughout has been ruinous to the colliers; and we hope never to see the recurrence of another such year's business.—*Miners' Journal.*

Farming to some purpose.—A writer in the Zanesville Republican gives the following statement of grain sold in Muskingum county, Ohio.

For the year ending in July, 1839, there was manufactured and shipped from this co. something over 100,000 bbls. flour, equal to	500,000 bush.
Received and shipped on the canal in this county, Wheat, say	150,000 "
Estimating the corn at $\frac{1}{2}$ the quantity of wheat	325,000 "
" Rye and Barley	95,000 "
" Oats and Buckwheat at $\frac{1}{3}$ the quantity of wheat	434,000 "
And the crops of this year at 50 per cent. over those of 1838,	717,000 "
Total bushels for 1839,	2,151,000

The Valley of the St. Lawrence.—The extent of the Lakes and of the St. Lawrence valley are shown, it is believed with tolerable accuracy, in the following statement. Mr. Darby estimates the extent of the valley of the Lakes considerably higher. But those statements taken from the Michigan Geological Report are more recent and probably more accurate than those of Darby which were published twenty years ago, when the topography of the Lakes was less perfectly known than at present.

Superfices drained by the central and upper divisions of the St. Lawrence basin.

	Medial length.	Medial breadth.	Area in square miles.
Peninsula E. & S. E. of Lake Huron, & North of L. Erie from Iroquois bay to Niagara	123	88	10,455
N. & N. E. from Iroquois bay to the Ottawa river,	500	200	60,000
N. E. of Lake Superior, from Mackinaw to Nipigon river,	320	60	19,200
N. W. of Lake Superior, from Nipigon to St. Louis river,	310	55	17,050
S. W. & S. of Lake Superior from St. Louis river to Desert Lake and Portage,	300	200	60,000
W. side of Lake Michigan, from Portage to head Des Plaines river,	150	100	15,000
Peninsula between L. Michigan, and Huron, and W. end Lake Erie.	325	174	56,550
South of L. Erie to Niagara,	300	35	10,500
Add area of Lake Superior,	82,000		
" Green Bay,	2,000		
" Lake Michigan,	22,400		
" Lake Huron,	20,400		
" Lake St. Clair,	360		
" Lake Erie,	9,600		86,760

Total square miles, 335,315

The whole depression contains an area of 400,000 square miles, 94,000 of which is occupied by water, still leaving an extent sufficient to sustain a population of more than seventy millions of inhabitants.

The following will show, in a condensed form, estimates of the mean length, breadth, depth, area, and elevation of the several collections of water.

	Mean Length Miles	Mean Breadth Miles	Mean Depth Feet	Elevation Feet	Area in square miles
Lake Superior,	400	80	900	596	32,000
Green Bay,	100	20	500	578	2,000
Lake Michigan,	320	70	1000	578	22,400
Lake Huron,	240	80	1000	578	20,400
Lake St. Clair,	20	18	20	570	360
Lake Erie,	240	40	84	565	9,600
Lake Ontario,	180	35	560	232	6,300
R. St. Lawrence,			20		940

Total square miles, 94,000

In Bouchette's Upper Canada, a work of considerable authority, the dimensions of the four Lakes are stated as follows. These dimensions are incorrect in some particulars at least.

	Extreme Length	Extreme Breadth	Circumference.
Superior,	381	161	1152
Huron,	218	185	812
Michigan,	262	95	731
Erie,	231	66	825

From the New York Courier.

If the following simple elucidation of the method of calculating duties under Mr. Clay's Act, be considered worthy of an insertion in your paper, please give it and oblige

DIOIT.

IMPOST DUTIES.

According to the Compromise Act of Mr. Clay, the duties on all articles paying at the time of its passage more than an equivalent to 20 per cent. ad valorem, have been reduced one tenth of such excess on the 1st January, 1834, '36 and '38 respectively. On the 1st January, 1840, one half of the remaining excess is to be deducted—and on the 1st January, 1842, the then remaining excess over 2 per cent. ad valorem.

If we let d represent the old duties, and c the cost, we shall have by the terms of the act, in algebraic language, the following expression for the duties of 1838 and 1839, viz:—

$$d - \frac{3}{10} \left\{ d - \frac{20}{100} c \right\}$$

which by reduction becomes

$$\frac{70}{100} d \text{ plus } \frac{6}{100} c$$

or in other words, 70 per cent. of the old duties added to 6 per cent. of the cost, is equal to the duties of 1838 and '39, which those acquainted with custom-house business know to be equivalent to the rule now used there.

Using the same letters, we obtain for the duties of 1840 and 1841, the following expression:—

$$\frac{70}{100} d \text{ plus } \frac{6}{100} c - \frac{1}{2} \left\{ \frac{70}{100} d \text{ plus } \frac{6}{100} c - \frac{20}{100} c \right\}$$

from which we obtain by reduction

$$\frac{35}{100} d \text{ plus } \frac{13}{100} c$$

that is, 35 per cent. of the old duties added to 13 per cent. of the cost, is equal to the duties of 1840 and '41; and this rule will apply to all articles which under the old tariff paid more than 20 per cent. *ad valorem*, whether such rates were *ad valorem* or specific.

The U. S. Bank of New York.

The following evidence given by Thomas Dunlap, Esq., President of the U. S. Bank of Pennsylvania, in the case of *Commonwealth vs. Rice and Warwick*, now being tried in this city, fully explains the connexion between the U. S. Bank in New York, and the U. S. Bank in this city.—*Inq.*

Thomas Dunlap, sworn.—The United States Bank in New York was established under the General Banking Law of that State. The charter contains the provision that the corporation shall last for 50 or 60 years. I believe the capital to be \$200,000, with the privilege of increasing to \$50,000,000. The stock was taken by two individuals, Richard Alsop and Geo. Griswold, and the means for carrying out its operations, and obtaining the notes from the Comptroller, were supplied by them from their own private fortunes.—Morris Robinson was afterwards allowed to hold stock to the amount of 5 or \$6,000, in order to his election as President. It is conducted by these gentlemen at their own risk, with their own personal means. The U. S. Bank of this city has no interest whatever in that Institution, except acting as its agent here, or its acting as the agent of the U. S. Bank of Pennsylvania there, and no other interest than exists in any other bank in the same situation as agent.

Some of the Banks under the General Banking Law extend their charters for 300 years.

A Sword was presented on Saturday last by the Governor of Delaware to Col. SAMUEL B. DAVIS as a testimonial, from the Legislature of that State, of his gallantry in defending Lewistown from attack of the British, during the late war. The ceremony of presentation took place in the City Hall at Wilmington.

PENNSYLVANIA.

Statement of the Flour and Wheat received at Philadelphia by the Columbia Railroad, from the 1st of January, to the 31st of October, inclusive, in 1837, 1838 and 1839.

FLOUR.		1837.	1838.	1839.
January,	- -	2,906	11,386	15,365
February,	- -	5,662	8,993	21,744
March,	- -	4,722	8,613	20,441
April,	- -	12,720	16,803	29,299
May,	- -	13,923	32,527	27,030
June,	- -	10,513	21,399	1,930
July,	- -	11,863	5,405	3,714
August,	- -	6,855	5,261	4,215
September,	- -	4,135	3,157	13,031
October,	- -	6,798	5,159	12,237
Total,		81,097	118,318	149,066

WHEAT.				
January,	- -	200	921	135
February,	- -	275	1,887	497
March,	- -	2,312	3,256	1,824
April,	- -	2,362	6,346	698
May,	- -	2,930	3,051	497
June,	- -	328	893	
July,	- -	1,245	1,001	2,203
August,	- -	659	563	4,683
September,	- -	205	655	10,374

SCHUYLKILL CANAL.

Flour and Grain.—Comparative statement of the amount of Flour and Grain received at Philadelphia by the Schuylkill Canal, in 1837, 1838 and 1839.

Total amount descending to Oct. 1st, 1839.

	FLOUR.	GRAIN.
From the Union Canal,	61,904 bbls.	396,453 bush.
From all other places,	76,004 do	473,503 do
Total in 1839	137,908 do	871,955 do
1838—From U. Canal	58,931 do	715,766 do
All other places	82,335 do	773,699 do
Total in 1838	141,266 do	1,489,465 do
1837—From U. Canal	40,727 do	461,014 do
All other places	38,431 do	462,883 do
Total in 1837	79,158 do	923,897 do

RECAPITULATION.

	1837.	1838.	1839.
Columbia Railway	81,097	118,313	140,198
Schuylkill Canal	73,258	141,266	137,908
Total,	154,355	259,579	278,106

Commercial List.

Gauge of the Allegheny River.—For the purpose of testing the question as to the capability of the Allegheny river for improvement, so as to render it a profitable navigation at all seasons of the year, when not frozen up, Mr. Mills, Engineer in Chief on the Genesee Valley Canal, caused gauges to be taken last week, at Olean, the State Line, and below the Conewango Creek near Warren. The water was at its lowest stage. And the following were the favourable results, viz:

At Olean about	12,000 Cubic feet per minute.
At State Line,	20,000 " " "
At Warren,	36,750 " " "

A gauge of the Conewango Creek, near its mouth was taken, showing it to flow about 14,000 cubic feet per minute.

People's Monitor.

Valuable Tree.—Col. Aaron Brigham of Marlborough, picked from one tree this season, twenty-two barrels of Baldwin Apples, which he sold at his own door for \$55.

Bellew's Falls (Vt.) Gazette.

Commerce of Baltimore.

Amount of imports and exports during the fiscal year, ending on the 30th September, 1839; the former exceeding the latter, it will be perceived, \$2,406,473.

IMPORTS.					
Value of merchandise imported into the district of Baltimore during the year ending the 30th September, 1839.					
Imp. in Am. vessels.	Free.	Ad. val.	Specific.	Total.	
Qr. end. 31st Dec. 1838	668,621	185,064	478,073	1,331,758	
Do. do. 31st Mar. 1839	623,163	46,781	487,321	1,541,265	
Do. do. 30th June do.	582,555	186,717	620,756	1,390,027	
Do. do. 30th Sept. do.	736,824	689,222	391,019	1,817,065	
Imp. in foreign vessels.					
Qr. end. 31st Dec. 1838	25,748	73,949	23,418	123,115	
Do. do. 31st Mar. 1839	96,301	87,390	51,654	235,345	
Do. do. 30th June do.	88,320	110,513	94,217	293,050	
Do. do. 30th Sept. do.	117,167	125,634	48,192	290,993	
Total.	\$2,938,699	\$1,919,270	\$2,094,649	\$6,952,618	

EXPORTS.

Value of Merchandise exported from the district of Baltimore during the year ending 30th September, 1839.

	Do. mdz. in Am. vessels.	Do. mdz. in for. vessels.	For. mdz. in Am. & for. ves.	Total.
Qr. end. 31st Dec. 1838	910,695	329,673	96,299	1,336,067
Qr. end. 31st Mar. 1839	812,572	279,477	48,888	1,140,937
Qr. end. 30th June 1839	740,936	271,816	68,663	1,081,415
Qr. end. 30th Sept. 1839	658,032	280,658	49,046	987,726
Total.	\$3,121,626	\$1,161,624	\$262,896	\$4,546,145

List of a few of the leading articles of domestic Merchandise, exported from the port of Baltimore, during the year ending 30th September, 1839.

Candles, Sperm	lbs.	51,426
do. tallow	do.	68,786
Corn	bush.	26,170
Cottons, manufactured	in val.	\$246,793
Flour	bbls.	234,027
Hams	lbs.	145,557
Lard	do.	300,577
Soap	do.	133,580
Tobacco, leaf	hhds.	22,084
do. manufactured	lbs.	186,763
Wheat	bushels.	41,439

[Lyford's Price Current.]

Virginia Coal Mines—Mid Lothian Coal Company.

The only Coal Mines in old Virginia yet discovered, are those situate in Chesterfield county, about 12 to 15 miles W. of Richmond. The coal field, which includes within its bosom several thousand acres of land, has different owners, who work them according to their circumstances. The quantity of coal appears to be exhaustless, and in general as free of impurities of slate, &c. as the most of bituminous descriptions that are to be met with in any veins of the West. All the lower portions of Virginia, as well as Baltimore, New York, and several other of the Atlantic cities, receive their supplies from these celebrated mines.

In the month of March last, it will be recollected an explosion took place in one of Heth's pits, by which a number of lives were lost, amongst whom were several blacks, belonging to Mr. H. who, himself, was at the time in England. Since that period, until recently, Heth's mines have not been worked, the owner having disposed of them to a company in Great Britain.

A gentleman who has just returned from a visit to the mines in question, informs that the company referred to, have sent over a number of miners, who have removed all the foreign matter which had obtruded itself at the time of the explosion; have cleared out the shaft, and cleansed the pits of the fire, damp, &c. and at the time of his leaving, were engaged in raising coal for market.

Another mine has just been opened, about 200 yards S. of Heth's, belonging to the Mid Lothian Coal Mining Company, of which A. B. Woolridge is President. The coal of this mine is represented to be of superior quality; ignites freely, and devoid of slate and all kinds of foreign substances. It is 732 feet from the surface of the earth; traversing first 120 feet of dirt, gravel, clay and sand, and then 16 strata of rock, slate, hard rock, sulphur, &c. alternating upwards of 600 feet more, to the upper surface of the vein of coal, which is 36 feet through, and its expanse is not known. At this mine are 4 pits; and a steam engine of 45 horse power having recently been put up, by Watchman & Bratt, of this city, the owners intend to commence operations immediately.

It is rather surprising that none of the Virginia papers ever give the annual product in bushels of those mines.—*Lyford's Price Current.*

The Cleveland Herald states, that a company has been organized in that city under the title of the "Cleveland North Western Lake Company," for the purpose of establishing fishing stations on Lake Superior and embarking in the North Western trade generally. The American Fur and Hudson Bay Companies have heretofore monopolized all this business, and the new company will have to meet their active opposition. That paper adds—

[*N. American.*]
The "Algonquin," a new schooner of 60 tons, purchased and fitted up expressly for the expedition, sailed from this port for the Sault St. Marie last week. The company intend to take their vessel over land on the Canada side of the Sault this fall—launch it into the river above, and be ready for operations on Lake Superior with the opening of the navigation next spring. They will have to raise the schooner from the water below the Sault—place it on ways—and slide it something more than half a mile before launching. Considering the climate, the difficulty of obtaining machinery and help, and the elevation and obstacles to be surmounted—the undertaking would seem to be Herculean to most persons, and impracticable to many.

The Railway Times gives the following account of a trial of speed on the Great Western Railroad, England:

"One of the conductors wishing to test the power of his locomotive, took an opportunity, when he was certain the road was clear, for a trial, and accomplished the distance, 28 miles, at the speed of 100 miles per hour. So far as we are apprised, this is the maximum rate yet known. The engineer took the precaution to secure an annuity to his wife and children, in the event of a fatal result."

Improvement of the Allegheny.

In pursuance of the appointment made by the Convention held at Franklin, on the — day of October last, to further the improvement of the Allegheny river for steamboat navigation; the Convention having the same object in view, convened at the Hall of the Philological Institute in the city of Pittsburg.

On motion of Thos. Bakewell, Esq. of Pittsburg, the Convention was temporarily organized by the appointment of the Hon. Robert Orr, of Armstrong county as President, S. P. Johnson of Warren, acting as Secretary.

The purpose of the convention was ably and succinctly stated, by the Hon. John Bredin of Butler.

The following delegates from the several counties named, were then presented:

List of Delegates.

ALLEGHENY COUNTY.

Thomas Bakewell,	Richard Biddle,
J. W. Brown,	H. F. Schweppe,
N. B. Craig,	John Freeman,
W. W. Irwin,	T. M. Howe,
John D. Davis,	R. C. Stockton,
Thomas Williams,	D. T. Morgan,
George Darsie,	W. J. Howard,
C. Shaler,	L. Peterson,
O. Metcalf,	Wm. M. Shinn,
James Wray,	T. S. Clarke.

VENANGO COUNTY.

Arnold Plumer,	Wm. A. McCalmont,
	William M. Smiley.

CRAWFORD COUNTY.

David McFadden,	James E. McFarland,
J. P. Brawley,	Arthur Cullum.

WARREN COUNTY.

E. G. Owens,	S. P. Johnson.
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ARMSTRONG COUNTY.

Wm. Crall,	Isaac Pritner,
Robert Orr,	Abalom Reynolds,

James Gillespie.

ERIE COUNTY.

John Brawley,	Dr. L. Mott,
Henry Cadwell,	W. W. Loomis.

BUTLER COUNTY.

Wm. Beaty,	John Bredin,
John Gilmore,	Jacob Mechling, Jr.
Samuel A. Gilmore,	James G. Campbell,
Jacob Mechling Jr.	Jacob Zeigler,
George W. Reed,	Jacob Brinker,
Joseph McQuiston,	George W. Smith,
Robert Carnahan,	Wm. Ayres, Esq.
Dr. D. Wolf,	John Duffy,
Wm. Haslett,	James Potts.

JEFFERSON COUNTY.

C. A. Alexander,	H. Robinson,
David Mun,	Wm. Robinson.

ALLEGHENY COUNTY, N. Y.

Asa Sartwell.

On motion, the following gentlemen were appointed a committee to report to the Convention the names of members selected as officers for its permanent organization. Wm. M. Shinn, of Allegheny; Joseph McQuiston, of Butler; C. A. Alexander, of Jefferson; H. Cadwell, of Erie Co.; David McFadden, of Crawford; Wm. Crall, of Armstrong; Wm. M. Smiley, of Venango; E. G. Owens of Warren.

The committee, after retiring for a short period, reported the following officers for the convention:

President.

THOMAS BAKEWELL, Esq. of Allegheny.

Vice Presidents.—Hance Robertson, of Jefferson; Wm. Haslett, of Butler; David McFadden, of Crawford; W. W. Loomis, of Erie.

Secretaries.—S. C. Johnson, of Warren; James W. Brown, and Thos. S. Clarke, of Allegheny.

On motion, Resolved, That a committee, to consist of one delegate from each county represented, be appointed to prepare, and report resolutions expressive of the objects and wishes of the Convention.

The following gentlemen were appointed that committee: Hon. Robt. Orr, of Armstrong; E. Mechling, Jr. of Butler; J. E. McFarland, of Crawford; Dr. Linas Mott, of Erie; C. A. Alexander, of Jefferson; A. Plumer, of Venango; S. P. Johnson, of Warren; Thomas Williams, of Allegheny.

The Convention then adjourned until 6½ o'clock, P. M.

EVENING SESSION, Nov. 20, 1839.

Convention met pursuant to adjournment.

On motion, James Potts, Esq., That the period allotted to the committee, appointed to report resolutions, be extended until to-morrow morning at 7 o'clock.

On motion, Asa Sartwell, Esq. of Allegheny co. New York was admitted to a seat in the Convention.

On motion, Asa Sartwell, Esq. was added to the committee to draft resolutions.

Convention adjourned until to-morrow morning at 9 o'clock.

THURSDAY MORNING, Nov. 21, 1839.

Convention met pursuant to adjournment.

The committee appointed on the previous day to draft resolutions, submitted through their chairman, Thos. Williams, Esq. the following report and resolutions.

The Committee appointed to prepare resolutions expressive of the sense of this convention in relation to the objects proposed in its convocation,

Respectfully report:

That they have addressed themselves to the task imposed on them by this respectable body, with a deep sense of their inability to do justice to a subject of such vast interest, within the very brief interval to which their deliberations have been necessarily confined. They will, however, be excused for the absence of any very great minuteness of detail, by the fact that public attention has been so fully awakened on the subject matter of their inquiries during the last few years, that it is only necessary to revive the impression which has already been made, by a hasty reference to some of the leading considerations which have recommended it so strongly to the public favour.

The general features of the Allegheny river are well known to most, if not all, of the members of this Convention. Its peculiar adaptation to great national purposes, and its admirable susceptibility of improvements, at a cost so trifling, as to be unworthy of serious consideration in connexion with the important results which would be achieved by the expenditure, have only become familiar to the public since the keen spirit of enterprise has tracked its devious pathway through the wilderness and the eye of science has explored its depths, and measured the accumulated floods which are annually poured down from its mountain snows. Regarded for a long time merely as a feeder of the Ohio, to which it was known to have contributed at least four-fifths of its supplies, it was merely looked upon as a mountain torrent which would forever bid defiance to any power that might attempt to stem its impetuous current. The idea of an upward navigation of its waters, was not then seriously entertained. Even enterprise itself was deterred by the supposed impracticability of such an attempt, and it was not until within a few years since that it was seriously undertaken. The result of that experiment was such as to astonish even those by whom it was projected. The practicability of the Allegheny river for steamboat navigation was unanswerably demonstrated, and the effect is now to be seen in the regular and profitable employment of several lines of steamboats between its head waters and the city of Pittsburg. To this experiment also, more perhaps than to any other circumstance, are we indebted for the increasing interest which has been recently exhibited in relation to the navigation of this river. Already has the proverbial commercial sagacity of the great city of New York detected in its susceptibilities for navigation, a new outlet for her trade, which will enable her to grasp afresh the

sceptre which was about departing from her hands, and flood the whole valley of the Mississippi with her merchandise, before the truly spring has unlocked her ice-bound harbours on the lakes. It is doubtless with the view of seizing upon and occupying this new highway of commerce, that she has consented to the construction of a canal, which is now in progress from Rochester to Olean, and has even embarked in the stupendous project of a continuous railroad from the Hudson to the Lakes; a large portion of which is located along the very margin of this beautiful river. She could not remain ignorant of the fact that merchandise may be transported from Olean to Pittsburg at a cost not exceeding fifteen cents per hundred pounds, and she is equally well aware that the entire practicability of an uninterrupted steamboat navigation between those points at an expense not exceeding 8 or \$900,000, has been attested by the reports of experienced engineers in the employment of the general government.

But it is not by the city of New York alone, that the improvement of the Allegheny River is contemplated with so much interest. The people of the interior of that great state are equally alive to its importance, and if the same feeling is not prevalent throughout a very large portion of Pennsylvania, it is because her citizens have wanted either the state pride or the sharp-sighted sagacity of their more active and enterprising neighbours. The early and rapid development of the resources of an interesting section of this Commonwealth which abounds in mineral wealth, and has heretofore enjoyed no convenient outlet to market, and the creation of a new market for the products of another section whose locality has been more fortunate, are certainly objects well worthy of the regard of those whose patriotism is large enough to comprehend the vast and varied interests of the great whole, to which we respectfully appertain. If, however, these considerations should be insufficient to enlist the good will of our fellow-citizens at large in behalf of the project which has engaged our attention, there may be something perhaps more convincing in the reflection that the improvement of the Allegheny River must contribute powerfully towards the accomplishment of the connexion proposed between the west branch of the Susquehanna, and the waters of the former stream with the harbor of Erie. Of the unanimity, however, of the whole people of the great States of Pennsylvania and New York, whenever the proper exigency shall arise for the disclosure of that policy, in favour of this important work, your committee cannot permit themselves to entertain a doubt. The Allegheny River, constituting, as it does, the main fountain of that beneficent flood which waters the whole valley of the Ohio, and carries on its bosom the traffic of at least thirteen States of this Union, though strictly national in its character and uses, more particularly appertains to those States. because its whole course is confined exclusively to their limits. Its abandonment by them to the state of nature in which it has proved comparatively useless, when it might have been reclaimed at a very moderate expense, so as to become the pride and the ornament of both, would infer a total disregard of their own interests, and a gross dereliction of duty to their own citizens.

It is not, however, proposed to wrest this work from the hands to which it properly belongs. The Allegheny river is not the property of a single state, but a public highway; watering the territory of the two most powerful members of this confederacy, open to the commerce of the whole Republic. Its improvement is a national object. Like the Ohio, of which it would be only a prolongation, it would receive on its bosom the agricultural riches of all that vast region which is drained by "the Father of waters" with all his tributary streams, and like the Ohio, it will carry back to the countless millions, who are destined to cover the immense valley of the Mississippi, the rich exchange which industry shall have won from the products of other lands.

Who shall say, then, that it is not a proper object of national favour, when it is freighted with the wealth of more than thirteen states of the confederacy; shall it constitute another link in that golden chain of intercommunication, which is destined beyond all other ties to grapple the extremes of this great empire together, and render its glorious

union indestructible as time? But let those cavil who may among the metaphysical sophisters, who recognise no precedent and respect no adjudication. If the great States of Pennsylvania and New York shall co-operate in this important work, and declare that its purposes are national, who shall gainsay their decision? Their interests are identical, their right is unquestionable—who will venture to deny their power?

With these very general and desultory observations, your committee will take leave of the subject by submitting the following resolutions.

Resolved, That in the opinion of this committee, it is the duty of the general government, as it is the dictate of enlarged patriotism, and true political wisdom, to improve those channels of intercommunication between the several States of this Union, which a bountiful Providence has so abundantly supplied, and to encourage by all lawful means, that commercial as well as social intercourse, which must ultimately prove the strongest bond of alliance between the different members of this wide spread confederacy.

That the Allegheny River, flowing, as it does, through two States of this Union, and forming a link in that great chain which connects its remotest extremities together, containing within itself a volume of water abundantly sufficient for all the purposes of commerce, and susceptible at a very moderate cost, of such improvement as will render it navigable for steamboats at all seasons of the year, presents a claim upon the Congress of the United States, which may well challenge comparison, in point of general interest and comprehensive nationality, with any project which has ever engaged the deliberations of that body.

That, independently of the interests adverted to in the foregoing resolutions, the improvement of that River is to the General Government itself, an object of no less importance than to the several States which would be more immediately interested in its commerce, as furnishing an easy, rapid and economical conveyance for military supplies, in the contingency of another war upon our Northern border, and that too at a cost, for the whole improvement, little exceeding one-fourth of the expense incurred in the article of transportation between Pittsburg and Erie during the last war.

That, in the opinion of this Convention, the consideration which is justly due to the nationality of this great enterprise, and the claims of New York and Pennsylvania, in relation thereto, may be secured by that co-operation between the Representatives of those states, which their common interests so imperatively require.

That a committee of three persons be appointed to prepare a memorial to Congress, setting forth in strong terms, the practicability and importance of this proposed improvement, asking for an immediate appropriation to that object out of the National Treasury.

That an additional committee of three persons be appointed to prepare and present to the Legislatures of the States of New York and Pennsylvania, a memorial, praying for the passage of a resolution, in each of those bodies, requesting their respective delegations in Congress, to use their best efforts to procure an early and adequate appropriation to the purposes indicated in the foregoing resolutions.

The fifth resolution appended to the report being under consideration. It was, on motion Resolved, That the President appoint a committee of three persons to carry into effect the requisitions embraced in said resolution.

On motion, Alex. W. Foster, Sr. was admitted to a seat in the Convention.

Alex. W. Foster, Sr. Esq. Thos. Williams, Esq. of Allegheny Co., and Asa Sartwell, Esq., of Allegheny Co., New York; were constituted the committee designated in the fifth resolution.

Resolved, That the blank in the 6th resolution, be filled with the names of three persons, to be appointed by the Chair.

Hon. Robert Orr, Hon. John Bredin, and Asa Sartwell, Esq. were appointed said committee.

Resolved, That the proceedings of this Convention, signed by its officers be published in all the papers friendly to

the improvement of the Allegheny River, for steamboat navigation.

Resolved, That the memorial to the Legislature of this State, whelp prepared, be signed by the officers of this Convention, and forwarded to the Speakers of the House and of the Senate.

Resolved, That 300 copies of the memorial to Congress be printed, and distributed to the several members of this Convention, for the purpose of circulation, a copy signed, to be transmitted to their several delegates in the National Legislature.

The Convention was ably, and forcibly, and eloquently addressed by the Hon. John Bredin, and the Hon. Wm. Beatty of Butler, S. P. Johnson, Esq. of Warren; Asa Sartwell of Allegheny county, New York; Wm. M. Shinn, Esq.; Geo. Darsie, Esq.; Thos. Williams, Esq. Thos. Bakewell, Esq., and other gentlemen, in reference to the importance and magnitude of this improvement.

The Convention adjourned *sine die*.

THOS. BAKEWELL, President.

HANCE ROBERTSON,

WILLIAM HASLETT,

DAVID M'FADDEN,

W. W. LOOMIS,

} V. Pres'ts.

S. P. Johnson,

Jas. W. Brown,

Thos. S. Clarke,

} Secretaries.

From the St. Louis Republican, Nov. 25.

Particulars of the Late Steamboat Disaster.

Yesterday the steamboat St. Louis towed into port the Wilmington, more dreadfully shattered and wrecked than we have ever seen any vessel. The circumstances of this melancholy event, we learn from the officers of the boat, were about these.

The Wilmington left New Orleans for this port, on the 11th inst. and on the morning of the 18th a little before day-light, stopped to wood near the mouth of the Arkansas river. She left the wood yard a little after day, and after running between 4 and 5 miles, being a few miles above Napoleon, the middle boiler burst, tearing off nearly two rings in the centre of the boiler. The explosion threw the other two boilers off into the river, with their chimneys, &c and carried the centre boiler backwards along the starboard side of the engine nearly the length of the boiler, tearing away all the stanchions and other works, driving the fire-bed and deck under the boilers down into the hold. Fragments of the furnaces were only prevented from going through, by hogheads of sugar lying under it. The piece of iron detached from the exploding boiler, being about three feet wide and reaching quite around the boiler was carried directly through the social hall, tearing away every thing in its course and cutting off the pilot house, in which the pilot was, falling through the after part of the hurricane deck into the ladies' cabin. The furnaces and all the upper deck, back to the second room in the main cabin, was torn away or so knocked down, as to fall immediately in. The pilot house was thrown into the river about fifty yards. Such was the force of the explosion, that the principal Clerk, Mr. Birkinbine, who was in his berth in the office, was thrown forward and, with the iron chest, fell near the capstan, having been carried a distance of almost forty-five feet.

By the explosion, several were thrown overboard. The Captain instantly manned and sent the yawl out, and succeeded in picking up several of them. Those of the passengers who were injured, were around the stove in the social hall and suffered most from the falling of the floor and the stove. One had his leg broken in this way.

Immediately after the accident the boat took fire, but was soon extinguished without serious injury. Fortunately she was in such a situation, that by the aid of the current they were enabled to run her ashore and make her fast. A despatch was immediately sent to Napoleon for medical and other aid, and all the assistance which, under the circumstances, could be, was rendered.

Upon the causes of this accident, there, doubtless, will be a contrariety of opinions, but for our part, we adopt that which appears to be the most general with those whose opinions on such a subject are entitled to the greatest respect. The condition of the boiler which exploded shows that there was a sufficiency of water in them at the time, and the accident, in the opinion of the several engineers who have examined it, is, that the explosion originated from a defect in the iron. The iron certainly presents an appearance of being weak and defective, and to have had flaws in it. The defective sheet was a piece which had been lately put in the boiler, it having been repaired only a short time since.

The Wilmington was commanded by Charles H. Gay, a young man who has been raised here, and is well known for his steady business habits, and sobriety, and has been a number of years engaged on the river. His coolness and deliberation at the time of the accident and his attention to the wounded is highly commended by those who witnessed it. It is but proper to add, that both the engineers were skilful and experienced, and they, as the officers generally, sober and steady men.

The following is a list of the sufferers.

Andrew Helm, Pilot, Washington co., Pa. missing; Julius Fiske, 1st engineer, St. Louis, Mo., do.; Chas. White, Cabin boy, Canada, do.; Samuel Frazer, carpenter, Liberty, Ill. do.; Wm. Bell, (passenger,) Pike co. Mo. badly scalded; Samuel Owings, (do.) Marthasville, Mo. slightly do.; Joseph Ghean, (do.) Louisville, Ky. ankle broken; Wm. Colvert, (do.) St. Louis, Mo. slightly scalded; Jesse Read, bar keeper, Philadelphia, shoulder broken; Dr. Geo. Smith, passenger, Warren co. Miss. slightly scalded; Paul Dishar-da, 2d engineer, St. Louis, badly do.

Colored men.—Daniel Rollins, steward, Washington city, dead; Joseph Chouteau, fireman, St. Louis: do.; Mitchell Obeshough, do. do. badly scalded; Joseph Manis do. Cincinnati, do.; Daniel Britton, do. Cincinnati, do.; Grant Crane, do. New Orleans, do.; August Cerre, do. St. Louis, leg broken and badly scalded.

The above statement of killed, missing and wounded, as far as I have been able to ascertain, I believe to be correct.

JOHN C. BIRKINBINE, Clerk.

The Opium Trade in China.—The following important answer has been sent by the British Treasury, to the claimants for indemnification for losses sustained in consequence of the delivery of opium to the Chinese Government:

"Gentlemen—Having laid before the Lords Commissioners of Her Majesty's Treasury your letter, in which you apply for a settlement of certain claims for opium delivered to the Chinese government, and transmit certificates signed by Capt. C. Elliot; I have received their Lordship's commands to acquaint you that Parliament has placed at the disposal of this board no funds out of which any compensation could be made, and the sanction of Parliament would be required before any such claim could be recognised and paid. To prevent any misconstruction of the intentions of this board, my lords have felt it necessary to direct me further to state that the subject has been under the attentive consideration of Her Majesty's Government, and to add that her Majesty's Government do not propose to submit to Parliament a vote for the payment of such claims.

(Signed,)

R. GORDON."

STOCKPORT, November 14.

The new Postage Scheme.—This plan is to come into operation on the 5th of December. At present the public will only have the benefit of a reduction of all rates above 4d. to that sum, the reason for not reducing at once to a penny, being to avoid encumbering the new arrangement, at first start, with the great influx of letters which might naturally then be expected. After the 5th of December, the post-office will carry packages of the weight of 1 lb. on paying a proportionate postage. When the uniform penny scheme is to be adopted, is at present uncertain.

From the West Chester Star, 1839.

Essay upon the Questions,

"What were the earliest books written in America? When written, and on what subjects?"

Read before the West Chester Literary Association, January 9, 1822, by W. H. Dillingham.

Literature is one of those *Finer Manufactures* which a new country will always find it easier to import than to raise.—En. Rev.

It is now about two centuries since this country was settled by emigrants from Europe: Virginia in 1607; Massachusetts in 1620. Other colonies succeeded shortly after, in New Hampshire, Connecticut, Rhode Island, New York, Pennsylvania and Maryland.

The English government did not think it good policy to encourage intellectual improvement among the colonists; somewhat upon the principle, probably, that our Southern neighbours, at this day hold it bad policy to educate their slaves. "We are told by Chalmers, in his Political Annals, that no printing press was allowed in Virginia, that in New England and New York there were assuredly none permitted, and that the other provinces probably were not more fortunate."

In 1614, Capt. Smith the celebrated founder of Virginia, made a voyage of discovery, and surveyed the coast of Massachusetts bay; an account of which, highly coloured, together with an accurate chart, he presented to Charles, Prince of Wales, afterwards Charles I., who was so much pleased with the country, that he gave it the name of New England. His account of this voyage appears to have been published in England, and was probably written, some part of it at least, in America. It is referred to in Belknap's history, under the title of "Smith's Voyage." Capt. Smith also wrote a history of the colony of Virginia, from the first adventures to it down to 1624. Mr. Jefferson says, "He was honest, sensible and well informed, but his style is barbarous and uncouth. His history, however, is almost the only source from which we derive any knowledge of the infancy of our state." It seems that he was led into a single error, with regard to the geography of the country, probably from the accounts of the natives respecting the lakes, believing that the waters of the Chesapeake communicated with the South Sea.*

But notwithstanding his error in this respect, it has been remarked by a celebrated historian, (Dr. Robertson) that "so full and exact are his accounts of that large portion of the American continent comprehended in the two provinces of Virginia and Maryland, (meaning doubtless, the coasts) that after the progress of information and research for a century and a half, his map exhibited no inaccurate view of both countries; and is the original on which all subsequent delineations and descriptions have been founded." A history of this colony during the same period, has also been written by the Rev. Wm. Stith, a native of Virginia, and President of this college. It is said, "that he was a man of classical learning, and very exact, but of no taste in style." We also learn from the "Notes of Virginia," that Beverly, a native, wrote a history of the same colony, down to the year 1700, "in the hundredth part of the space which Stith employs for the fourth part of the period." A concise history of Virginia has also been written by Sir William Keith, to as late a period as 1725. These were probably among the earliest books written in this country, but being obliged to take my information at second hand, I am unable to fix the periods of their origin.

Generally speaking, south of New England, the early settlers appear to have found, in a genial soil and climate, temptations to neglect the culture of the mind, and did not, probably, trouble themselves with book-making. The New England colonists were differently situated; the Low Dutch

* Supposing the conjectures to be right, that the Great lakes were mistaken by him for the South Sea, we trust that his error as to Chesapeake bay, was nothing more nor less than a prophecy which some of us may live to see fulfilled.

captain had taken the pilgrims to the cold and sterile Plymouth rock, instead of landing them, as he agreed, upon the fertile and pleasant shores of the Hudson. The Plymouth pilgrims were a religious colony; their pastoral teachers were literary men, and it is possible that the first thing like a book written in this country, which met with the honour of publication, was one of which we find the following account in Doct. Hyde's late century-sermon. "On the 10th November, 1621, (says he) just one year from the time the first company reached the cape, about thirty-five of their friends from Holland arrived, to join their little band. Among these, was Mr. Robert Cushman, a man of public education, and distinguished for his piety. Soon after his arrival he preached a sermon at Plymouth, the object of which was to encourage the pilgrims to keep their property in common stock. This sermon was printed in London, in 1622, and afterwards re-printed in Boston. From the preface it appears that our forefathers supposed New England to be an island, of about the size of England, separated from the main land in America, as England is from the main in Europe." An error similar to that of Capt. Smith respecting Virginia; and it is perhaps worthy of remark here, that even Lord North, so lately as the time when he was sending out his fleets and armies to conquer America, talks of "the island of Virginia."

We are told that "many of the first planters of New England were persons of good education, and some of them eminent for their abilities and learning." Harvard College was founded as early as 1637, and contributed eminently to the cause of literature in that section. Their earlier works are upon controverted points of religious doctrine. They took their cue from the times. There was the age of intolerance, and religious controversy. Roger Williams, the founder of Rhode Island, wrote many little tracts, with quaint and significant titles. He was originally settled as a clergyman at Salem, but differed with his brethren of Massachusetts about the right of temporal courts to interfere with spiritual matters and left them. He was a great advocate for liberty of conscience, and a man of extraordinary powers, but of eccentric character. Mr. Verplank, in a late discourse before the Historical society of New York, places him decidedly at the head of the founders of the American states, not excepting William Penn. Notwithstanding his boasted principles of toleration, there is much fierceness and dogmatism in his controversial writings, and he took good care in establishing a college, to make it a fundamental principle, that the President and a majority of the trustees, should always be of his own religious persuasion. So lately as 1819, I have heard the question debated in this very college, whether such a provision in their charter was consistent with his avowed principles of toleration; his descendants are far from being unanimous upon this subject. In 1643, he published a vindication of his doctrines under the title of "The bloody Tenet, or a Dialogue between Truth and Peace," in which he is said to have anticipated most of the arguments brought forward fifty years after, by the celebrated Locke. "When in his old age, the order of his little community was disturbed by an irruption of Quaker preachers, (says Mr. Verplank) he combatted them only in pamphlets and public disputations, and contented himself with overwhelming their doctrines with a torrent of learning, invective, syllogisms and puns." The title of one of his books against George Fox and his follower, Burrows, is "The Fox digged out of his Burrows."

Mr. John Cotton, the first minister in Boston, in honour of whose native place the town was named, and from whom the celebrated Cotton Mather afterwards derived his Christian name, published a Treatise in 1645, in reply to Roger Williams, with this strange title: "The bloody Tenet washed and made white in the blood of the Lamb." A still more singular book on this subject, had been published, two years previous (in 1647) by Ward, of Ipswich, Mass. entitled, "The simple cobbler of Agawam."

"My heart (says he, to give a little specimen,) hath naturally detested four things; the standing of the Apocrypha in the Bible; foreigners dwelling in my country, to crowd out native subjects into the corners of the earth; alchymized coins; toleration of divers religions or of one religion in

segregant shapes. He that willingly assents to the last, if he examines his heart by daylight, his conscience will tell him he is either an atheist or an heretic, or a hypocrite, or at best, a captive to some lust. Polyptety is the greatest impiety in the world. To authorize an untruth by toleration of the state, is to build a scone against the walls of heaven to battle God out of his chair. Persecution of true religion, and toleration of false, are the Jannes and Jambres to the kingdom of Christ, whereof the last is by far the worst. He that is willing to tolerate any unsound opinion, that his own may be tolerated, though never so sound, will, for a need, hang God's Bible at the Devil's Girdle." [See Belknap's History of New Hampshire, Vol. I.]

This controversy, occasioned a book called "The New England fire-brand quenched," which was published before the year 1710, and is to be found in the Birmingham Library.

Increase Mather, an eminent divine of Boston, and some time President of Harvard College, a man of learning and piety; respected in Europe as well as in this country, was one of our earliest writers of note.

We learn from the Cyclopædists, by whom honourable mention is made of him, that "he was the author of many Theological tracts:" of "a brief History of the war with the Indians in New England:" (published in 1677) of "an Essay for the recording of illustrious providences, wherein account is given of many remarkable and memorable events which have happened in this last age, especially in New England:" of "a Discourse on Comets;" "a Discourse concerning Earthquakes," &c. He was born in Dorchester, Mass., in 1636, and died in 1723.

Hubbard and Penhallow both wrote narratives of the Indian wars in New England; the former as early as 1677, about the period of the termination of the great war with Philip. Some idea of the importance of these wars may be formed from the facts, that this celebrated chief, the son of Massasoit, could command three thousand warriors—that the contest lasted three years, during which time the colonists lost 600 souls.

Cotton Mather, son of the author above alluded to, was by far the most conspicuous writer in our early history. It would be delightful to dwell upon his character, but that he believed in witchcraft, and tarnished all his virtues by that miserable superstition. He was born in 1662, and died in 1727. He understood the Iroquois Indian tongue, and wrote and published treatises in that language. He published nearly four hundred distinct pieces, many of which were, of course, very small, such as single essays, sermons, &c. Among these we may notice, "Magnalia Christi Americana, or an Ecclesiastical history of New England, from its first planting in 1620, to 1698;" "The wonders of the invisible world, being an account of the trial of several witches lately executed in New England, and of several remarkable curiosities therein occurring;" "Joannes in Eremita, or the lives of famous divines," and "Indian Christians; or an account of the propagation of Christianity in the East and West Indies."

His principal work, the "Magnalia," was written about the year 1700.

To give some idea of his work upon witchcraft, we add a short notice of its contents.*

I. Observations upon the nature, the numbers, and the operations of the Devils. II. A short narrative of a late outrage committed by a knot of witches in Swedeland, very much resembling, and so far explaining that under which New England has laboured. III. Some Counsels directing a due improvement of the horrible things lately done by the unusual and amazing range of Evil spirits in New England. IV. A brief Discourse upon those temptations that are the more ordinary devices of Satan. Printed, first at Boston, and re-printed in England.

Mr. Diedrick Knickerbocker, in his amusing history of New York, refers to "a valuable history of the American

possessions, written by Master Richard Blome, in 1687;" and also to "an excellent little book, full of precious matter, of that authentic historian, John Josselyn, Gent." We cannot say whether either of these books were written in this country, nor find any thing in relation to the early literature of the Munhattoes, or Manhades, unless the state papers of the celebrated Peter Stuyvesant, and William Kieft, Governors of the colony, in their controversies with Connecticut may be ranked under this head. These papers have all been collected and published by Ebenezer Hazard, formerly Post Master General of the United States.

William Penn wrote two letters to his friends in England, dated at Chester, shortly after his first arrival, one of them giving an account of the province, the other being a justification of himself against some attacks made upon his character. Excepting these, I cannot learn that any of his numerous publications were written in this country. Indeed, he spent but little time here, and during that period must have been busily engaged in the affairs of his government.

Next to William Penn, the man who makes the most considerable figure in the early history of this State, is James Logan. "He made some valuable communications to the Royal Society, three of which are to be found in the 38th Vol. of its transactions (for the years 1733-4) and his charges as Chief Justice of Pennsylvania, are said to have been re-printed and read with admiration in London. He corresponded regularly with the most eminent among the scientific worthies of his time such as Linneus, Fabricius, Dr. Meade, Dr. Holley, Sir Hans Sloan, Dr. Fothergill, Peter Collinson, and Wm. Jones, (father of Sir William.)"

One of the papers above alluded to, is entitled "Some experiments respecting the impregnation of seeds and plants;" another, "Some thoughts concerning the sun and moon, when near the horizon appearing larger than when near the zenith." Doct. Mitchell says that the former is a remarkable tract and calculated to perpetuate the author's fame. As this is a man upon whose literary character, Pennsylvania can dwell with peculiar pride, I copy a further notice of his publications, together with some account of his attainments, and of his splendid Library. "He was well versed in both ancient and modern learning, acquainted with the oriental tongue, master of the French, Greek and Italian languages; deeply skilled in the mathematics and in Natural and Moral Philosophy; as several pieces of his own writing, in Latin, &c. demonstrate; some of which have gone through divers impressions in different parts of Europe, and are highly esteemed. Among his productions of this nature, his *Experimenta Meletemata de plantarum generatione*, or his experiments on the Indian corn or maize of America; with his observations arising therefrom, on the generation of plants, published in Latin at Leyden, in 1739, and afterwards in 1747, re-published in London, with an English version on the opposite page, by R. J. Fothergill are both curious and ingenious. Along with this piece was likewise printed, in Latin, at Leyden, a mathematical work, 'Auctore, Jacob Logan, Judice Supremo et Preside Provincie, Pennsylvaniensis, in America.' In his old age he translated Cicero's excellent Treatise *De Senectute*, which with his explanatory notes, was printed in Philadelphia, with a Preface or Encomium, by Benjamin Franklin. He died in 1751, aged about 77 years; leaving as a monument of his public spirit, a library which he had been 50 years in collecting, (since called the Loganian Library) intending it for the common use and benefit of all lovers of learning. It was said to contain the best editions of the best books, in various languages, arts and sciences; and to be the largest, and by far the most valuable collection of the kind, at that time in this part of the world."

This collection has since been added to the Philadelphia Library, a separate building having been fitted up expressly for its reception, and the whole being free of access to all persons.

* The book it elf, (says Mr. Walsh) is to be found in the Library of Harvard College, bound up in a volume with other tracts.—*Nat. Gazette.*

* Walsh's Appeal.

† Proud's History of Pennsylvania, Vol. I.

Excepting these, I have been able to find but few traces of early literature, in our own state, and those consisting principally of disputes between the Proprietor or his Governors and the Colonial assembly, and of the testimonials of public friends. One of the most remarkable of these, by Richard Townsend, is preserved in Proud's History, and also in Clarkson's life of Penn. It gives us to understand some interesting particulars about the way of living of the early settlers. He was one of the persons who came over with William Penn, and settled first near Chester, but removed, afterwards, 7 miles above Philadelphia, where he had a mill, &c. to which the people used to bring their grists on their backs.*

Proud has also preserved for us in his history, a description of Pennsylvania, in Latin verse, by Thomas Makin, second master of the Friends' public grammar school in Philadelphia, inscribed to James Logan, Esq., and found among his papers after his decease. It was written in 1729. The English version of it is something like the ditty which represents an honest son of Erin describing the wonders of the Philadelphia Museum.

"The various woodpeckers here charm the sight;
Of mingled red, of beauteous black and white.
Here's whippoorwill, a bird whose fancied name
From its nocturnal note, imagined came.
Here in the fall, large flocks of pigeons fly,
So num'rous that they darken all the sky.
Here other birds of every kind appear,
Whose names would be too long to mention here.

Large sturgeons num'rous crowd the Delaware,
Which in warm weather leap into the air
So high, that—strange to tell—they often fly
Into the boats which on the river ply!
That royal fish is little valued here;
But where more scarce, 'tis more esteemed and dear."

Some of Dr. Franklin's works, perhaps, ought to be noticed, in an account of our early literature. Not to speak of his newspaper Essays, his first thing like a book was probably the *Almanac*, published in 1752, under the name of RICHARD SANDERS. He tells us in his Memoirs, that "it was continued by him about twenty-five years, and commonly called '*Poor Richard's Almanac*.'" His subsequent works are well known. It would fill a small volume to enumerate them and refer to their contents. It is sufficient to observe that he is one of the few American writers, whose works have extorted European admiration, and commanded the praise of the Scotch Reviewers. He has undoubtedly added more to our literary and scientific character, than any other writer.

Hutchinson's history of Massachusetts's Bay is one of the most authentic early accounts of this country, and is referred to by all subsequent historians. It may be observed, that in early times, Massachusetts was known by the name of the "Bay State," as at this day the common people in New England, frequently call their neighbour to the West, York State.† The author was one of the Royal Governors of that province, and the same person whose letters Dr. Franklin got possession of in such a mysterious manner—which produced so great an excitement in this country, and so highly exasperated the English government.‡ Those persons who look into the secret causes and moving springs of human events may here learn the immediate cause of our revolution at the time it occurred.

* He is no doubt the ancestor of our neighbors of the same name, as his Christian name is still retained in the family. Joseph Townsend, of Baltimore, has lately forwarded to me a copy of the marriage certificate of Richard Townsend, of Buckelbury, in the county of Berks, England, dated in 1677, probably the same person. This paper I beg leave to deposit with the records of our Society.

† Not having the work at hand, I cannot say exactly when it was published, but I presume it must have been written before the revolution.

‡ See Temple Franklin's work.

Doct. Belknap's History of New Hampshire, was published in 1784, and is one of our most valuable early histories. It breathes a liberal spirit, and is one of quite a philosophical character. This same author also wrote "The Foresters," an amusing allegorical account of the early troubles of the New England colonies, and their religious disputes, conveying a just satire upon their intolerance.

Proud's History was not published till 1795, and is a mere compilation. He is somewhere styled "an honest chronicler," and his work contains the materials of a good history, collected from the most authentic sources. He informs us in his Preface, that the collection was begun by Caleb Pusey, one of William Penn's first council, and whose descendants, I understand now reside in Chester county.*

Having brought into view in the course of the duty assigned me, some of the dark shades in the character of our ancestry, I must be permitted to remark, that those traits were not so much peculiarities of the colonists, as of the age in which they lived. (I refer again to Verplank.) "In every great exertion of genius, in that age, whether in poetry, in eloquence, in moral theological speculation, or in active life, there was an incongruous and unaccountable mixture of the gigantic and the childish—of glorious truth, and miserable prejudice. Pope's criticism on the poetry of Milton, may serve for a universal description of the talents of that day."

"Milton's strong pinion now not heav'n can bound,
Now, serpent-like, in puns, he sweeps the ground."

It would be easy to adduce instances of religious intolerance and belief in witchcraft, similar to what prevailed in New England at that day, from almost every quarter of the globe.† Who was more intolerant than Cromwell?—who believed more firmly in witchcraft than Sir Matthew Hale? But I forbear. This is too much like the man, who having done wrong himself, attempts to blacken the character of his neighbours.

Fain would I draw a veil over this part of our early history; but this again would be like an attempt to stifle conscience. It is more honourable and profitable to confess the faults of our ancestors, in sorrow, and take warning by their errors, than to attempt to justify them by the example of others, or vainly seek to hide them in blind forgetfulness.

Our country has not even yet attained that age, or degree of wealth, from which extraordinary literary efforts are to be expected. We have too much business on hand—many new states yet to found, and millions of acres of land to settle. We have no great Universities with Libraries which have been accumulating ever since the dark ages, and immense foundations for the exclusive support of literary men laid in the purchase of souls from purgatory during the reign of Popish superstition. But, we have all the literature of the greatest and most learned nation in the world ready furnished to our hands, in our native language; and, it has been well observed, that, among us, "the men who write, bear no proportion to those who read."

* (I take this opportunity to deposit with the President of the Society, the original manuscript of a sermon, preached at Sandwich, Mass. in 1723, by the Rev. Benjamin Fessenden. Also the original "Petition of Freeholders and other inhabitants of the town of Sandwich to the Selectmen," requesting them to call a town-meeting upon the subject of public grievances—dated Jan. 1, 1773, and relating to the prime causes of our Revolution.)

† Belief in witchcraft was epidemic in the 17th century, and could not fail to extend to New England. They had the authority of the English statutes, and such names as Sir M. Hale, Stanville, Perkins, Keeble and Dalton, to support them.

[Hutchinson's History.]

A Great Load.—Dr. J. Wagonseller of Selinsgrove, Pa., loaded one of his boats with 2,401 bushels of wheat, some time last week, for the Philadelphia market.—Union Cy. Star.

COMMERCE OF DELAWARE FROM 1791 TO 1838.

Years.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawn to paid on foreign merchandise exported.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	119,879	.	40,299	138	4,283 00
1792	.	.	133,972	.	20,274	.	3,954 00
1793	.	.	93,559	.	60,277	33	927 45
1794	.	.	207,985	.	28,367	498	1,064 11
1795	.	.	158,041	.	32,089	4,194	1,290 37
1796	.	.	201,142	.	46,467	29,871	1,574 28
1797	.	.	98,929	.	54,217	14,088	2,724 24
1798	.	.	183,727	.	83,052	18,710	2,357 89
1799	.	.	297,065	.	101,629	20,510	2,217 16
1800	.	.	418,695	.	57,584	33,388	2,066 62
1801	.	.	662,042	.	154,553	56,188	3,752 02
1802	.	.	440,504	.	155,195	64,576	1,957 82
1803	187,687	240,466	428,153	.	74,629	40,016	1,793 81
1804	180,081	517,315	697,396	.	53,890	.	2,512 55
1805	77,827	280,556	358,383	.	168,547	56,179	1,715 21
1806	125,787	374,319	500,106	.	33,902	88,680	1,073 29
1807	77,695	151,580	229,275	.	151,301	56,530	1,105 00
1808	38,052	70,683	108,735	.	52,228	15,344	755 49
1809	96,495	41,541	138,036	.	103,669	24,304	1,461 83
1810	79,988	40,354	120,342	.	38,191	28,900	1,242 08
1811	76,945	10,687	88,632	.	14,890	6,991	256 41
1812	29,744	.	29,744	.	330,837	1,325	247 79
1813	133,432	.	133,432	.	91,929	4,876	320 17
1814	14,914	.	14,914	.	14,239	.	654 61
1815	105,102	.	105,102	.	42,173	.	1,305 31
1816	54,685	1,532	56,217	.	13,511	835	518 88
1817	38,771	6,083	44,854	.	6,025	.	516 50
1818	30,181	1,344	31,525	.	19,194	.	538 38
1819	27,378	2,450	29,828	.	12,210	.	180 90
1820	89,493	.	89,493	.	25,407	2,349	160 79
1821	75,915	9,530	85,445	80,997	18,314	5,041	678 60
1822	163,950	4,642	168,492	216,969	40,971	9,523	382 56
1823	35,724	18,113	53,837	60,124	5,283	1,475	124 14
1824	18,964	.	18,964	12,080	24	3,010	98 43
1825	29,361	2,295	31,656	18,693	6,656	.	1,683 89
1826	33,318	1,877	35,195	10,009	5,976	810	158 51
1827	9,406	.	9,406	6,993	592	861	158 50
1828	27,028	2,367	29,395	15,260	6,150	98	357 78
1829	7,195	.	7,195	24,179	15,838	1,444	.
1830	52,258	.	52,258	26,574	8,372	467	143
1831	34,514	.	34,514	21,656	7,140	467	99 93
1832	16,242	.	16,242	23,653	7,940	254	.
1833	45,911	.	45,911	9,043	8,470	208	.
1834	51,945	.	51,945	185,498	4,478	.	439 57
1835	88,826	.	88,826	10,611	3,299	.	992 83*
1836	74,981	.	74,981	107,063	88,630	.	1,503 48*
1837	40,333	.	40,333	66,841	.	.	2,028 74*
1838	36,844	.	36,844	1,348	.	.	1,398 71*

* Ending 30th of September.

An Eventful Life.—Captain Gilbert Y. Francis, formerly of Virginia, died recently in New Orleans of the yellow fever. His was indeed an eventful and remote life. The Natchez Free Trader states that he has passed through many surprising adventures, and has left a memoir of them for publication. He was in very early life attached to the navy, then to the stage—had travelled over the four quarters of the globe—was for two years a prisoner in the great desert of Arabia—afterwards a slave to the Bashaw of Tunis—then lieutenant of a guerilla party in Spain, and minister of a Dutch lugger trading to the Malaccas. He was subsequently overseer of a sugar estate in Jamaica—then engaged in cutting logwood in the forest of Campeachy—was for three months a prisoner among banditti in Mexico—then a captive among the Camanches—was ransomed by some fur traders from the Oregon—was employed by the governor of the Russian settlements to command a brig in the wheat trade with Chili—finally revisited

his native state and married, and was extensively engaged in Texian operations when death arrested him, still in the prime of life. Though a man of defective education, his great energy of character and extensive travels made him the most entertaining of companions.

Emigration.—On Wednesday about one hundred and sixty coloured persons left this port in the ship Archer, Captain Marston, for Port Spain, in Trinidad. They had been hired by an eminent planter on that island to labour, and encouragement was given them that they should have privileges which would make their residence desirable.

Schuylkill Bank.—Hosea J. Levis was unanimously elected President of the Schuylkill Bank, in the city of Philadelphia, in the place of William Meridith, Esq. resigned on account of ill health.

The Bank of the United States—the Bank of England—Cotton—American Securities.

Correspondence of the *Courier & Enquirer*.

LONDON, Nov. 15, 1839.

The steamship *Liverpool*—which arrived in England, after struggling in the greatest style through very stormy seas, and against an almost uninterrupted succession of contrary winds—departs again to-morrow on her voyage to New York. The arrival of this vessel must be supposed to be expected in the United States with all that anxiety which cannot but exist where the whole community is concerned for the results of the extraordinary intelligence which this vessel conveyed to England—and an account of the consequences of which the *Liverpool* is almost certain to be again the first to carry back to the United States.

Though the *Liverpool* steamship was certainly expected with some feelings of apprehension—yet there was no party or person who was not filled with astonishment at the precipitation of such events as the suspension of cash payments by the Bank of the United States. The long catalogue of fires, and other misfortunes, which came by the same vessel, at any other time would have excited much interest and sympathy in this country; but there is too large a portion of the population of England dependant upon the American trade that the principal subject of attention should not be supposed to be the recent wide spread crash amongst the Banks of the United States.

The effect of this intelligence has been worse in England than was probably anticipated by the American mercantile community, or by the directors of the Bank of the United States. The difficulties in which the London agency had been involved for some time past, were considered to be fully overcome by the very skilful arrangements which had been made in London, and which were in a further prosperous train in the city of Amsterdam, and therefore no person could have anticipated that even before the arrival of the *Liverpool* steamship, payment should have been suspended by the Bank of the United States. It has been noticed that the Bank did not, on this occasion, as in the year 1837 yield only after seeing so many other establishments had given way—and, moreover, the subsequent publications in the London journals of the state of the assets and liabilities of the institution, has been viewed by practical bankers as exhibiting much mismanagement, particularly in the sinking so large a part of the resources in dead securities—this being a violation of that first rule in all banking, that the assets should be always preserved within your reach. To have been in possession of no more than a single million of dollars in specie is also looked upon as a truly improper exhibition of the available resources of the Bank of the United States.

The effect of this intelligence has been that the shares of the Bank have fallen from £19 10s., or £20, to £16 5s., which has been the quotation for the last three days, and continues to the latest hour of this afternoon. The premium on the script recently issued by Mr. Jaudon, has not been reduced; the holders of these securities having priority to the shareholders, and no party having a doubt that this engagement will be cleared off, whatever may be the ultimate position of the shareholders of the Bank of the United States.—Amongst the bankers and capitalists of London there is daily more confidence in the future value of the shares of the Bank, for it is believed that the accounts taken out by the Great Western of the successful negotiation of Mr. Jaudon for the loan of £800,000 will so tranquillize the American markets, that on the return of this vessel, many well-informed persons anticipate an early dissipation of the present gloom.

As a measure of prudence in future times—it may be worthy of remarking upon the small amount of the "rest"—which appears in the published account of the assets of the Bank of the United States. This is attributed to a payment in one large sum, and of the bonds to the State of Pennsylvania, for the re-chartering of the Bank; but more properly, the smallness of this accumulation may be attributed to the needlessly large dividends which have been paid on the stock of the Bank. The reduction to 7 per cent. of the dividends on the stock of the Bank of England—might be very advantageously imitated by the Bank of the United States, and this

would not weaken, but strengthen the credit of the institution; since the surplus capital is always the property of the shareholders; who with a diminished pre-ent dividend are still partaking of the benefits which abundance of resources must always afford in the corresponding value of the shares of a bank.

Whilst, then, there are parties who entertain no doubt of the ultimate return of a more satisfactory condition of the affairs of the Bank of the United States, and of the general American trade—it is yet unfortunately too true that the sudden depreciation in the value of the stock of the Bank has most seriously injured great numbers of families who, in all parts of the kingdom, are the miscellaneous holders of the shares—and that in the manufacturing districts of Lancashire and Yorkshire, the late intelligence from the United States has most extensively aggravated the already too gloomy prospects of the ensuing winter months.

Let us hope, however, that for the honour of the republic this crash in the monetary system of the country is the last which shall occur. The disadvantage with which all commerce is oppressed, through the mistaken policy of a gold circulation, are yet not sufficient as a justification of the rapid recurrence of these suspensions of payment by the great mass of the banks of the United States.

The general money market at London was not affected materially or for more than three days after the arrival of the intelligence by the *Liverpool* steam ship. It is now beginning to be the opinion that monetary affairs may be expected to prove brighter than for some time past. The foreign exchanges have been rather more favourable for the last two days, and very considerable additions are said to have recently been made to the amount of gold in the possession of the Bank of England. This, however, must be considered as not a symptom of any revival of the general commerce of the country; for though the absolute and pressing fears of a suspension of cash payments by the Bank of England may have been diminished within the last few days, yet the addition of gold has only been obtained by a continuation of the most violent contraction of the circulation, with all its distressing influence upon general trade. It is to be observed, also, that the cessation of the drain upon the vaults of the bank, may be attributed to the temporary suspension of the importations of foreign wheat—for the duty upon wheat has risen to 18s. 8d. per quarter; but this being caused entirely by the bad quality, and consequent low prices of the English wheat of the present season, will cease to have the same operation, in the course of a few weeks, when, either the wheat will be sufficiently improved in quality to be saleable at the high prices which are natural at a time when the real deficiency is so great; or, otherwise will have been given to the cattle, or consumed in the breweries and distilleries; and the prices of the remaining stock of sound wheat will consequently cause the averages to rise and the duty to fall to the minimum rate. A renewal of the importation of grain, and exportation of gold, would then immediately take place; and then recur the difficulties of the Bank of England, and an aggravation of all the troubles which the unfortunate failure of the harvest must compel the kingdom to encounter for a very long period to come.

Notwithstanding the gloomy accounts from the manufacturing districts, and all the reported stagnations of every market for manufactured goods, the price of cotton has yet improved within the last few days. But as your accounts, by the steamship, will be later than the date of this letter, it may only be requisite to remark, that in London there is no confidence in the present prices of cotton; for the consumption will inevitably be not greater in the ensuing year than 1838 '39—and the crops are reported to be greater by more than 200,000 bales.

In the State and other American securities there is no revival of business. The market has not been further depressed, but the quotations remain the same as at the time of the departure of the *British Queen*. It is said that Maryland sterling 5 per cents. have been compulsively sold this morning at the low quotation of 74.

Amongst the miscellaneous intelligence, will be found the

account of an insurrectionary movement among the Chartists, at Newport, Wales. This rising was immediately suppressed with some slaughter of the Chartists, who were headed by Mr. Frost, but were possessed of no discipline or plan of any rational kind.

P. S. The South American packet ship arrived three days since, and the Quebec packet of the 14th at Portsmouth, last night. The Quebec brings more favourable intelligence—the banks of New York and Boston continue payments in cash, and a rise of 3 per cent. has taken place in the value of the shares of the Bank of the United States.

To the Editor of the Times.

"Sir:—Under the head of 'Money market and City Intelligence' in your paper of this morning, it is stated that 'bills of Exchange to a large amount have been presented, it is said to the London agent (of the Bank of the United States), who declined payment, but has been able to make an arrangement with the holders under which the bills are renewed, and the loss prevented which would have ensued, had they been returned under protest to America.'

"To this assertion it is necessary that I should give the most unqualified contradiction. I never have declined payment of any bills of exchange drawn upon me by the Bank of the United States, nor have I ever made or attempted to make, any arrangement for the renewal of such bills. On the contrary, every bill of exchange bearing my signature has been regularly and promptly paid at Messrs. Denison & Co's. banking-house, where all my acceptances are made payable.

"As the paragraph above quoted is calculated to do very great injury to the shareholders of the Bank of the U. States, as well as to all holders of its obligations, I have to request that, as the slightest possible reparation that can be made, you will insert this letter in your paper of to-morrow, under the same head of 'Money market and City Intelligence.'

"Your obedient, humble servant,

"S. JAUDON,

"Agent of the Bank of the United States.

"London, Nov. 13."

Sub-Marine Exploration.—The following letter gives a satisfactory account of Mr. Taylor's experiments in the harbour yesterday, for testing the efficacy of his apparatus in enabling him to dive to great depth, and to take with him a light for examining objects at that depth, and also, for testing a method of discharging powder under water. The two experiments appear to have been entirely successful.

Boston, Dec. 2, 1839.

MR. HALE—According to the invitation given out in this morning's papers, I repaired in company with many others, to the U. S. Cutter Hamilton, where, after meeting with a warm reception from her gallant captain, we witnessed the interesting experiments of Mr. Taylor. His descent into the water; as well as the explosion of his Sub-marine Rocket, in both of which he was highly successful.

The apparatus for the diving is very simple, consisting of two parts; the lower, which is in fact a pair of India rubber breeches, with boots attached, coming up to the middle, on the circular edge of which projects a flange, corresponding to that in the upper piece—into these the diver first inserts his lower half. The upper part is a metallic vessel perfectly water tight, covering the head, shoulders, breast and back—in the fore part of the head piece is a strong glass plate door, say 6 inches by 4, through which the diver can survey the wonders of the deep. At the shoulders, India rubber sleeves with gloves are attached, so that he can use his hands and arms with freedom; from the back proceed two flexible pipes, the one of any assumed length (answering to the depth of the bottom) connected with a force pump; the other, say 6 feet long, with the bottom of a lantern; by means of the former tube, the diver is supplied with a constant stream of pure air, which escapes through a stop cork in the top of the head piece; by means of the latter the flame of the lamp is maintained in the lantern, which is carried, to get a distinct view of things.

This upper piece is lowered on to the diver, and made fast to the lower piece, by means of screws let into the flanges, above mentioned. Thus accoutred in a dress, though not exactly in the pink of fashion, yet specially suited for his purposes, the diver was hoisted over the bulwarks of the Cutter and lowered gently to a depth of 40 feet, according to the soundings, where he remained 3½ minutes—(amply sufficient for a test of the experiment) experiencing no other inconvenience than the cold, in which we bore him company, and when taken from his encasement, he came out dry as a duck.

The Marine Rocket, as it was termed, was simply an India rubber bag, filled with powder (in this case 10 lbs.) into which was inserted a flexible fuse, and all was made water tight around it; this fuse burns freely under water; in this instance there were three feet projecting from the bag, which being lit, and thrown over in a depth, of probably 50 feet, exploded in half a minute, throwing up a body of water and foam 13 feet in height by 6 in breadth.

It is to be hoped that Mr. Taylor in the practical application of these machines, may be remunerated for his skill and zeal in the cause.

JOSEPH BENNETT, Civil Engineer.

Insurance Watch.—The article "Insurance Watch," has been much commended, and if you will please to add another of the following purport, it will be likely to save much property.

The Fire Insurance companies of this city make an allowance in the rates of premium, on stores that have in the front shutters of each story above the first, a hole four inches in diameter, above the bar. The object is, that the fire or smoke may be readily seen, and that there may be a facility in opening the shutters. Those who do not make the holes, will do well to leave a shutter open in front, in each story above the first. Much property would no doubt be saved by such precaution. If a fire is opposite, the open shutter can be closed in a few moments by the firemen. The whole community is greatly interested in this matter. If the present Fire Insurance companies lose their capital, who will be the insurers of the property of our citizens.

J. W.

Jour. Com.

TREASURY NOTES.

*Treasury Department, }
December 2, 1839. }*

Amount issued under the provision of the act of October 12, 1867, viz:	\$10,000,000 00
Do. under the supplemental act of 21st May, 1838,	5,709,810 01
Do. under act of 2d March, 1839,	3,857,276 21

Aggregate,	\$19,567,086 22
Redeemed under the two first acts about,	15,335,350 69
Do. under the third act,	1,233,664 08
	16,569,014 77

Whole balance unredeemed	\$2,998,071 45
Of this balance under the two first acts are about	374,459 32
Under the third act	\$2,623,612 13

LEVI WOODBURY,
Secretary of the Treasury.

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GOVERNOR NOBLE'S MESSAGE.

At 12 o'clock to-day, Tuesday, November 26, His excellency Governor Noble, transmitted to the General Assembly, by Col. Beaufort T. Watts, the following Message which was read by him in both Houses.

EXECUTIVE DEPARTMENT,
Columbia, S. C. Nov. 26, 1839. }

Fellow Citizens of the Senate, and

House of Representatives:

In taking a retrospect of the past year, our most devout gratitude is called into lively exercise, to the Almighty Dispenser of all good, for the very abundant harvests with which He has been pleased to reward the toils of the husbandman. The teeming earth has brought forth in great profusion all the products of the soil usually cultivated. But these signal blessings have been accompanied, in the course of an All Wise Providence, by visitations of a painful and melancholy character. Disease has afflicted a portion of our state, and death has consigned to the tomb many eminent and valuable citizens—men, distinguished for their shining virtues, great talents and public services.

As a member of the confederacy, South Carolina must necessarily feel a deep interest in the legislation of the general government; and in looking towards the various important subjects which may probably, at an early day employ the deliberations of Congress, our attention will be arrested by one topic of vast magnitude, pregnant with future weal or woe, as it shall be settled. I mean the Tariff question. By the Compromise Act of 1833 it was provided, that by the gradual reduction of the duties, they should be brought down to twenty per cent. in 1842, which will then be their established rate, unless the amount in the meantime, shall be altered by law. But the same act contains the pledge of Congress, that the revenues shall be reduced to the economical wants of the government. It is believed, that a duty below twenty per cent. upon the importations, would raise a sufficient revenue for all the essential purposes of Government. The main obstacle to this reduction is to be found in the strong disposition which, in some sections of the Union, is felt to increase the public expenditures, for the promotion of sectional interests. If these are not diminished to the lowest necessary point, they will at all times, afford a convenient pretext for refusing to reduce the imposts. If the people could be made sensible of the enormous tribute which is annually exacted from them, by this indirect mode of taxation, they would demand the repeal of such onerous laws, in a voice which their representatives would not dare to disregard. If the government would consent to adopt the system of direct taxes, and attempt to draw such large sums from the people, it would soon be discovered that the tax-paying citizens would not, for a moment endure the burthen. The very fact, that each man in the community would then know the precise amount of tax which he paid, establishes the soundness of the proposition, that in a popular government, direct taxes are to be preferred to those which are indirect. But if this change cannot now be introduced into our Federal legislation, the adjustment of the tariff, upon such modifications as will conduce to the peace, harmony, and integrity of the Union, is solemnly required, as well by the dictates of wisdom, as of patriotism. The past history of our country will indicate the evils which are to be avoided—evils of a menacing aspect. The planting states will not endure protective duties. They will insist, that

duties shall be laid exclusively for revenue, and that no more revenue shall be raised, than is required by the economical wants of the government. The people of this section contend for a uniform ad valorem duty upon all importations, upon a scale graduated with reference to diminished expenditures and the economical demands of the government.

From the comptrollers report, the following abstract is obtained, exhibiting the condition of the finances of the state, on the 1st October, 1839.

The undrawn balances of existing appropriations amount to	\$108,139 25
The usual and necessary appropriations for the year 1840,	282,420 00
Making,	\$390,559 25
To meet the payment of which, there is cash in the two Treasuries, October 1st, 1839,	113,087 68
And nett amount of taxes to be collected in 1840,	290,000 00
Making,	\$403,087 68

Which will leave only a balance of about \$12,500 in the treasury, on the 1st of October next, without the prospect of any receipts until the taxes shall be collected and paid into the treasury, in May and June 1841.

It is important to know the precise situation of the state, in relation to the debts due by it, and the funds belonging to it, to meet those debts. For this purpose, I have caused, a statement to be prepared, giving this information, and herewith communicated. From this document, the following general result is obtained:

Aggregate amount of funds belonging to the state,	\$3,630,830 21
Aggregate of debts due by the state,	3,039,243 81
Balance in favour of the state,	\$591,586 40

But it is proper to state, that in the amount of debts due by the state, is included the deposit of \$1,051,422 09 of the surplus, revenue of the United States. In addition to the above liabilities, the state is responsible for the two millions of bonds issued for the re-building of Charleston, and for the guarantee of the two millions loan, for the Louisville, Cincinnati, and Charleston Railroad.

The Bank of the State of South Carolina is in a sound condition, and under the prudent management of an efficient Directory, and able and assiduous officers, it merits your continued confidence. The profits of this institution the present year, are \$210,000, which sum has been carried to the sinking fund, now amounting to 948,058 39. \$800,000 of this amount will be applied, on the 1st of January next, to pay the holders of the six per cent. stock of this state, created under an act of the legislature, passed 1820, and redeemable on the above mentioned day. I herewith submit the annual statement of the bank.

The true condition of the banks of this state, is at all times, a subject of deep interest to the people, but more especially at a crisis like the one in which we are now placed. For the purpose, therefore, of exhibiting to the public their present situation, I applied to them for the statements showing their respective liabilities and assets. With a praiseworthy promptitude, each of them responded to the call, by furnishing me with reports on the several points of inquiry, which I now lay before you for your information.

The country was just recovering from the shock which the revulsion of 1837 had produced, when another crisis in our monetary affairs, accompanied by the suspension of specie payments by some of the banks, has again thrown the business and commerce of the community into confusion. The frequency of these suspensions, demonstrates the existence of some adherent vices in the banking system, or mismanagement by those who control its operations, and administer its affairs. It becomes your duty, as the guardians of the rights and interests of the people, to take care that the Republic receive no detriment. You are urged by every consideration of sound policy, and a just regard to the welfare of the country, to probe the evil to the bottom, and, by the application of the proper remedies, to bring back these moneyed corporations, to a healthy performance of their functions. Indeed, the banks are as much interested in the investigation and reformation of these defects, as the community; for, without an efficient remedy, the banking system must terminate in convulsion, which it is the interest of all to avoid. If, however, the mischief recoiled upon the banks alone, then it would be a matter which would not concern the public. But, unhappily, the whole community are the victims of the evils which ensue. The derangement in the currency, consequent on the refusal of the banks to redeem their bills in specie, affects the price of the great staples of our country, which are the instruments of all our commercial exchanges. The value of property, of every description, the disturbance of the relations between creditor and debtor, and in fact, the whole business of society, in all its ramifications, experience the disastrous effects of this depreciation in the currency. This is not an exaggerated picture of the evil. The suspension, by the banks, is a departure from the purposes for which their charters were granted, and a plain violation of those duties, which are enjoined upon them, in the terms of their creation. The previous history of the country, in relation to chartered companies, enforces the necessity of placing new safeguards to prevent the evils which have been felt. All charters, which confer exclusive privileges on certain persons, intrench upon the equal rights of the rest of the community. It is certain, they require to be restrained by legal enactments; and yet the charters, by which artificial persons are created, are held up as containing all the regulations concerning them, within the competency of the legislature. It might be wise and politic, to prevent future evil, for the legislature to pass a general law upon the subject of all charters, subsequently to be granted, reserving the right to make such further provisions, as may be required to keep them within the limits of their appropriate duties, and compel them to fulfil the objects of their creation.

In giving you "information of the condition of the state," I should feel that I was justly obnoxious to the charge of neglecting one of the most important branches of industry, were I to be silent on the subject of agriculture. This pursuit of the great mass of the people, has claims upon your fostering care and attention. It is the source of our wealth and power, and furnishes the means of our commercial exchanges. Yet its importance seems never to have been realized by the constituted authorities of the state; for it is a lamentable truth, that while other branches of industry have received an impulse by wholesome laws, the great interest of agriculture have been passed by almost with silent contempt. It is now time for the state to dismiss from her counsels this cold indifference, and to take such action on the subject, as will promote its success. In exploring the causes which have retarded the progress of the state in population, wealth, and importance, none is more prominent than the utter neglect of this primary pursuit. It cannot be doubted, that South Carolina once possessed a soil of unsurpassed fertility. But this rich gift of a kind Providence, has been, in a great measure, lost, by a most pernicious course of husbandry. A large portion of this once flourishing region, blessed too, with a propitious climate, has been reduced to sterility. Yet all hope of reclaiming and restoring to its wonted productiveness, our exhausted soil, is not in vain. It is a beneficent provision of a good Providence, that beneath the surface of the earth, are to be found substances of the most fertilizing qualities. Their discovery, however, requires the application of science, and means

seldom possessed by individuals. It is, in such a case, that a wise and patriotic legislature should extend its aid. But to subserve fully the interests of agriculture, the legislature should not confine its operations to a geological survey alone. With this should be connected an agricultural survey. While the former would bring us acquainted with all the substances which enter the composition of that portion of the earth to which we can have access, the latter will elicit a mass of information, in relation to everything that concerns agriculture, which cannot fail to be highly useful. In other countries, the utility of agricultural surveys has been fully proved, by the valuable results. But, in carrying into effect such surveys as have been mentioned; the value of the results, would depend upon the selection of an individual, possessing the highest qualifications, combining a profound knowledge of the subjects of investigation, a sound discriminating judgment, and an untiring zeal and industry. The expense of such a project should not be weighed against the incalculable importance of the end proposed. Being deeply impressed with the practical usefulness of such surveys, I earnestly recommend that you provide for their accomplishment.

But while the development of the physical resources of our country should claim so large a share of your serious attention, popular education ought to hold the first place in your estimation. It is knowledge, intellectual, moral and religious, that constitutes the man. Without its possession, wealth would be a curse, instead of a blessing. Besides, the stability and performance of our republican institutions have their only guarantee, in an intelligent, moral, and religious population. Hence, this important subject has commanded the warmest regard of those who have preceded us. The establishment of the College, and the adoption of the Free School System, are enduring monuments, to the memory of those, by whose sagacious efforts they were brought into existence. The former from small beginnings, has risen to a proud eminence among the literary institutions of our great Confederacy, and is annually sending forth a band of well educated youths, the future glory and ornament of their country; the latter, although based upon the soundest principles of a free government has not yielded all those benefits which its intrinsic excellence so justly deserved. At your last session, commissioners were appointed, in every election district of the state, to examine and revise the Free School System, and to report to the Executive such amendments or alterations, as they might deem useful. Many of these commissioners, with a very commendable zeal and ability, have discharged the important duty assigned to them, while others have failed to make reports. In obedience to your resolution, I have placed the reports which have been made, in the hands of a commission of two gentlemen, Professors Elliott and Thornwell, to be examined by them, and a system to be devised, and submitted to you, at the present session. Their report, as soon as prepared, shall be transmitted to you, with the reports of the district commissioners.

It affords me unfeigned pleasure, to announce to you, that the College continues to answer the high expectations of the State. It is rapidly advancing in a career of prosperity and usefulness, which must redound to the lasting benefit of the country. It steadily increases in numbers, although the standard of admission is higher than formerly. I ardently recommend this noble institution to your paternal and fostering care. The State can only expect to maintain its wonted high character, by an enlightened population, well grounded in solid learning, and a lofty moral elevation.

In a free government, there exists a just jealousy of standing armies. The history of all nations justifies this feeling. Its records are replete with instances of their danger to liberty. Our ancestors had a practical knowledge on this subject, which led them to guard, by constitutional restrictions, against their introduction. Hence, the reliance of the framers of our constitution, on the Militia, and the provision for organizing, arming, and disciplining it. Hence, the recognition of the great political truth, that a well regulated Militia, is essential to the safety of a free State; and certainly our ancestors were not deceived, in their estimate of the dependence which might be reposed in its efficiency. For the purpose of defensive warfare, it will not be hazarding too much, to assert, that

Militia are equal, if not superior, to mercenary troops. The noblest and highest motive that can actuate the bosom of man, impels the citizen soldier to draw his sword, to repel the invader of his soil, and to defend his altar and fireside. It may be conceded that, for purposes of foreign conquest, regular troops are more available. But, happy for us that it is so: this great confederacy of Republican States, is, from its character, pacific, and never can be prone to engage in wars merely for winning glory, or acquiring foreign dominion.—From these considerations, we learn the vast importance of a well regulated Militia. To prepare them to fulfil the high destinies for which they are intended, care should be taken, to train and discipline them in times of peace: but this duty applies more especially to the officers. I am aware that freemen will not submit to those rigid rules, which are applicable to the regular soldier; nor is this required. The idea is not entertained, that the private militia man can, or ought to be, subjected to the same degree of rigorous discipline, as a soldier, in the regular ranks. Indeed it is questionable, whether the attempt to give the private militia man the automaton precision of the soldier, should be made at all. It is not believed to be essential to the perfection of our system, that any such attempt should be made. But the case is widely different with the militia officers, they may be instructed, and brought to a high degree of discipline in the military art.—And if the officers have attained to a respectable degree of knowledge, it will not be difficult for them, in a period, of actual service, to train their men, in a short time, in all the duties of the soldier. South Carolina has acted on the assumption of this idea; and all her militia laws look particularly to a body of well trained and disciplined officers. And perhaps no instrument has been more useful in accomplishing this end, than Brigade Encampments. It will be readily admitted, that these assemblages are attended with much inconvenience to the officers and sergeants. But liberty can only be maintained at the expense of great sacrifices, and eternal vigilance. Exemption from inconvenience would be an inadequate compensation, for the ease and inactivity of despotism, which would follow the introduction of standing armies, in the place of the militia. Nevertheless the Legislature should seek to render the performance of this duty as little onerous as possible, consistent with the great object to be effected. Perhaps the system bears with more oppressive weight on the sergeants, who are compelled by law to serve a limited time, no matter what may be their means. To alleviate the burden as much as possible, I would repeat the recommendation of my predecessor, that rations should be issued to the officers and sergeants, at Brigade Encampments. I herewith transmit the report of the Adjutant and Inspector General, for the year 1839.

Perhaps nothing exhibits the progress of civilization more strikingly, than well constructed highways throughout a country; and surely nothing conduces more to the ease and comfort of the citizen. In a community like ours, where the articles transported by the planter to market are heavy and bulky, the necessity is doubly urgent, to construct such highways as will facilitate the transportation. The repairs of the roads, by the existing laws, depend upon the labour of the inhabitants, for not more than twelve days in the year.—The system operates unequally. While the labour bestowed upon certain portions of the roads is sufficient to maintain them in good order, in other portions, the same labour would be wholly insufficient. From the face of the country, its unevenness, and the nature of the soil, more labour will be required in some sections, than in others. Again, those portions of the country, which lie more contiguous to the market towns, from the greater amount of travelling over them with heavy wagons, and often from the nature of the soil, and irregularity of surface, require vastly more work to put and keep them in good order, than other portions, more remote, and more favoured, in the circumstances mentioned. Hence, one portion of the inhabitants, is subjected to a greater degree of labour than another, and not exclusively for their own benefit, but for the benefit of perhaps a more numerous class who have expended no labour on these roads. To remedy this inequality, and injustice, presents a difficult question.—If however, the twelve days' labour most faithfully expended,

which the inhabitants are bound to bestow, would place the highways in a serviceable condition, the inconvenience complained of would be less regretted. But, from the difficulties already pointed out, this amount of work, however faithfully executed, would, in many places, be insufficient to effect the object. Hence, it often happens, that the planter has to encounter such a wretched state of the highways, as to cause great damage of vehicles and horses, and much consumption of time; and, in many instances the bad condition of the roads presents an utter obstacle to further progress. It is probable that the inducement which the Legislature, by a late act, has held out for the formation of companies, to establish turnpike roads, will fail of its purpose, as men cannot be persuaded to vest money in any enterprise, without a fair prospect of a profitable return, in the shape of interest, or dividends. I trust your wisdom will be able to devise some remedy, for these great evils. Before leaving the subject, I would recommend what has already been pressed upon your consideration, by one of my predecessors, that the Commissioners of the Roads, throughout the State, should be allowed to commute labour, for money, in all cases where the person liable to road duty, might prefer it: the money thus raised, to constitute a fund, to let out, in contracts, for repairing, and keeping in repair, certain portions of the roads.

The Legislature in 1837, by an Act entitled "An Act to Lend the Credit of the State, to Secure any Loan which may be made by the Louisville, Cincinnati and Charleston Railroad Company," authorized the Company to borrow two millions of dollars, and pledge the faith of the State to secure the payment of principal and interest; and, as an indemnity to the State, the estate, property, and funds within the State, which the said company then possessed, or might afterwards acquire, were pledged and mortgaged to the State, for the performance, on the part of the company, of such contract in priority and preference of any other debt which the said company might then or at any other time, owe. But, at the same time, the company was allowed, in case it should purchase the Railroad of the South Carolina Canal and Railroad Company, for any sum not exceeding two-thirds of the purchase money, and give to the South Carolina Canal and Railroad Company, a lien thereon, in preference to the mortgages of the State. The Louisville, Cincinnati, and Charleston Railroad Company did purchase the South Carolina Canal and Railroad. A large balance, of about \$900,000 of the purchase money, still remains due; for which a lien upon the road exists, and for which the road is liable to be sold, to raise the money, in case of the failure of the Louisville, Cincinnati and Charleston Railroad Company to make payment. This sum is due the 1st of January next. As the South Carolina Canal and Railroad is the principal security which the State possesses, for its guarantee of the two millions loan, it may be highly important for the State to look to the sufficiency of its lien. It seems, that the Louisville, Cincinnati and Charleston Railroad Company cannot, in time, raise the necessary means, from its own stockholders, to meet their engagement. Hence, it becomes a question, which deeply concerns the State, what course it ought to pursue, to secure an exclusive lien, by the removal of this incumbrance, which stands in its way. It was my duty to give you the information; it belongs to your wisdom, to decide on the course you ought to take.

The Judiciary system, since its last re-organization, seems to perform its functions in a manner answerable to the expectations of the legislature. Yet it seems to me, that the system would be more complete, by the creation of Inferior Courts. The former trial and rejection of county courts in this state, is not a fair test, by which now to condemn them. They were then but partially used, and only in the upper country. The little progress which this portion of the State had then made in intelligence, was calculated to expose them to contempt and ridicule. But now, a different state of things exists, and these useful institutions, which prevail in every State of the Union, except this, would be found valuable auxiliaries in the administration of justice and in the management of the police of the districts. If adopted, the duties now performed by the Ordinaries, might be ad-

vantageously transferred to these tribunals. They should be vested with jurisdiction to a limited amount in cases of contracts, and misdemeanors. And all the powers now exercised by the commissioners of the Roads, the Poor, and the Public Buildings, should be vested in them.

The trial by jury, is justly esteemed amongst us, as one of the birthrights of Freemen, and is, by our Constitution, zealously guarded against invasion. It is a strong defence against usurpation or oppression in public prosecutions; and in the decision of private rights, usually affords a tribunal impartial, and at the same time imbued with a useful portion of the neighborhood feeling and intelligence. But, in proportion as the institution is valuable, and high in public favour, should be the care taken to render it perfect in its operations. Its necessary tendency, is to deviations from that exact uniformity of decision, which, in like circumstances would render to every one the like measure of justice; and as far as practicable, without undue restraints, these deviations should be circumscribed. Whether this injurious tendency may not be increased by the various habits and tempers of various Judges, and how far, if at all, it would be well to control the discretion of the Judges, in their summings of facts to the Jury, are questions left to your wisdom to determine. So, also, is the question, whether it is expedient to attempt any means more effectual, than the practice in appeals, to correct the errors which, under even the best influences, juries often commit, in matters of mixed law and fact; or, sometimes even in pure matters of facts committed to them. Our provisions, as to the drawings of juries, seem well adapted to guard against the partiality of summoning officers, and to secure a panel above suspicion; but it still sometimes happens that a party is obliged to submit his case to jurymen, from one or more of whom, he has reasons for apprehending injustice, although he can make no challenge, upon sufficient legal ground; and a verdict is rendered, which would have been materially altered, by the change of one, or at most, two jurymen, from which all relief, by appeal, is hopeless. Whether, without any material change in the practice of our Courts, the right might not be given to every party litigant, to strike without cause, one or more of the jurymen, from the list offered to him, I also present, as a question for your consideration, with a belief on my part, that such a right might be conferred with great advantage.

The public executions of capital offenders, is an exhibition, which is believed to exert an injurious influence upon the minds and morals of the people. The terror, with which such scenes should strike the beholder, is often converted into sympathy for the supposed sufferer, whose exit has sometimes the appearance of a sort of triumph, utterly inconsistent with the horror, which should be inspired by his crime. In all cases, the imagination would invest the dread sanction of the law, with a horror, not felt in witnessing the infliction. The heart which would be hardened by the sight, might be subdued by the consideration of the fact, known to occur, but hidden and clothed in the solemnity of darkness and privacy: and, instead of the wicked suggestions and brutal excesses, which often attend and result from public spectacles of suffering, and public discussions of the sufferer's misdeeds, good influence might attend the calm reflections which would follow the certainty of the offender's being cut off without sympathy or support. This is perhaps, especially true, in the case of a slave, surrounded as he generally is, by his fellow-slaves. I therefore suggest the propriety of all executions being conducted in some private place, and in the presence of such persons only as the law shall designate.

I herewith transmit the census of the free white inhabitants of this state, taken in pursuance of the act passed at the last session of the Legislature. The whole number is ascertained to be, 257,117.

In obedience to your resolution of the last session, requiring me to correspond with the Executive of Georgia, for the purpose of obtaining information on the subject of the controversy between that State and the State of Maine, in relation to an alleged infraction, on the part of the latter,

of that part of the Constitution of the United States, which relates to fugitives from justice, I beg leave to inform you, that I have performed that duty, and herewith transmit to you the documents, showing the present state of the controversy.

I transmit to you the proceedings of the Legislatures of the several States, on various subjects of supposed common concern to all the States, which are laid before you at their request.

I also invite your attention to the copy of an Act, passed by the Legislature of the State of New York "to authorize the arrest and detention of fugitives from justice from other States and Territories of the United States," transmitted to me for the purpose of being laid before you, with a view of procuring the passage of a similar law by all the States.

It has been suggested to me by a communication from Daniel Brent, Esq. United States Consul at the city of Paris, in the Kingdom of France, that great difficulty and embarrassment are constantly experienced, by citizens of the United States, and other persons abroad, from the want of some uniform and simple mode of acknowledgment, of deeds of conveyance of real estate, and other property, situate in the several States of this Union, and executed without the limits of the United States. This matter appears to be entitled to your consideration. I therefore, in accordance with the request of Mr. Brent, lay his communication before you, containing the project of a law, to remove the difficulty and embarrassment complained of.

It will afford me sincere pleasure, to co-operate with you in all measures, calculated to advance the happiness and prosperity of our common country; and I supplicate the Supreme Ruler of the Universe, so to direct your deliberations, that your labours may conduce to this beneficent result.

PATRICK NOBLE.

Statistics of Hinds County, Miss.

By Maj. G. H. Gray, late Assessor.

No. of square acres of land in Hinds county,	558,660
No. " " subject to taxation,	267,253
Value of land " "	535,566
Value of town lots " "	1,319,796
Amount of sales of merchandise for 1938,	460,483
Amount of money loaned at interest,	22,012
No. of pleasure carriages,	135
Value " "	41,065
No. of white polls,	1,580
No. of slaves subject to taxation,	8,430
No. of free men of color,	13
No. of billiard tables,	5
No. of householders who are not freeholders,	225
No. of freeholders who are not householders,	66
No. who are both freeholders and householders,	597
No. of competent jurors,	887
No. of bales of cotton made in 1938,	19,566
No. of acres in cultivation in cotton in 1839,	48,897
No. of " " in corn " "	59,218
No. of " " in oats " "	5,427
Total No. of acres in cultivation " "	93,542

Raymond Times.

A Newly Discovered Rack in the Pacific.—We learn from Capt. Crocker, of the Gen. Jackson, that Capt. Halsey, of the whale ship Xenophon, of Sagharbor, reports a Rock in lat. 31 12 S. lon. 178 08 W. from London. Bearing ENE $\frac{1}{4}$ N. from the French rock, which was just in sight from the mast head, the weather being very clear and sea smooth. The rock is about the size of a six barrel cask at the top, and even with the water's edge. The ship was within 15 feet of it when discovered. Capt. H. is of opinion that it cannot be seen 60 yards distant.—*Newport Republican*.

Launch.—A noble ship, the "Shenandoah," was launched yesterday at one o'clock, from Mr. Vaughan's ship yard, at Kensington. She is intended for the Liverpool packet line of Messrs. Cope, and is seven hundred tons burthen. We learn that Capt. West will be her commander.

From the Galena Gazette, Nov. 14.

A YOUNG PUTNAM.

On the morning of the 3d instant, Alfred Brunson Clark, eleven years old, grandson of the Rev. A. Brunson, went out on the Prairie (Du Chein.) to hunt for cows. He had four dogs with him, and seeing two wolves, he hissed them on, and gave chase. One of the wolves was pursued by the dogs to a rock on the side of the bluff, some 150 feet up the steep acclivity, where he took refuge in a crevice, from which the dogs could not oust him. The lad having followed close upon the dogs, and seeing the situation of the wolf, and unwilling to lose the game, tied his horse to a tree, and by the aid of the bushes clambered up the steep hill side to a shelf of the rock, on which the wolf travelled to his retreat. One end of this shelf came to the sliding ground, while the other, 10 or 12 feet distant, is 8 or ten feet from it. The shelf is about 12 or 15 inches wide, and over it hangs a projection like a cornice, the space between the shelf and projection being only about 18 inches. On this shelf the boy crawled on his hands and knees to the crevice in which the wolf, had stowed himself away, and finding his tail hanging out, and having no weapon whatever to kill him with, he laid hold of his tail and pulled back.

As soon as he could, the wolf turned and snapped at his hand; to avoid which the boy tumbled him off the shelf, where the dogs seized him ere he reached the ground, and a tumbling, rolling over fight ensued to the bottom of the bill. The boy, in the meantime, backed out of his dangerous position till he could nearly reach the ground, with his hands holding to the edge of the shelf, from which he fell, feet foremost, and hurried down to the place of slaughter. When he reached the dogs, the wolf was not quite dead, and to aid in the matter, he laid his head upon a rock, and with a club finished the work of death upon his prey.

The next thing was to get him home as a trophy of his victory. The wolf was one of the largest and fattest kind of Prairie wolves, and too heavy for a lad of his size to place upon the horse, but to overcome this difficulty, he dragged the wolf to a rock, and placing his horse by the side of it, with some difficulty, succeeded in placing his booty across the horse, and mounting behind it, rode home with as much triumph as the elder Putnam did with the wolf he killed in her den. If Putnam's wolf was the largest and more difficult to be got at, his age and being armed for the fight gave him an advantage over a lad of 11 years of age, and without weapons, which would probably render the cases very nearly parallel.

Prairie Du Chein, Nov. 5, 1839.

Halibut.—A communication published in the Boston Courier from H. A. S. Dearborn, contains the following interesting facts in relation to this fish.

"Before the construction of the Providence and Stonington Railroads, the whole number of halibut annually caught and brought into Cape Ann, did not exceed 2500, which were nearly all sold fresh, for immediate consumption; for not having been in demand, when cured in any manner by salt, for the domestic or foreign markets, but few were prepared for that purpose; in fact, so worthless were they considered, as salted fish, that the owners of the vessels employed in the fisheries generally instructed the crews to cut adrift all the halibut which were re-drawn up, and every year many thousand had been thus turned back to the deep with a fatal wound.—But such was now the facility of transporting them fresh to the New York market at least 16,000 were taken, and a large portion of them sent to that city, by the railroads and steamboats. The average weight of each being 50 lbs. the whole quantity amounts to 800,000 lbs. and as the common price paid to the fishermen is 2 cents per lb. this new source of revenue yields an income of \$16,000.

Formerly the halibut was only caught late in the spring, and during the summer and autumnal months on the South shoals of Nantucket, along the coast of Cape Cod, in Barnstable Bay, on Cash's Ledge, and some other places, where

they were most abundant at certain seasons of the year, and always in deep water, being considered, as it is termed, a *bottom* fish. But since the demand for this American Turbot, as it may with propriety be called (for it much resembles that delicious fish in form and flavor) has so vastly increased, the fishermen have made explorations in search of other haunts, and to their great astonishment, found them in immense quantities on George's Banks, early in March—and what was still more surprising, and a fact entirely unknown to them, they appeared in extensive shoals, on the surface of the water like mackerel, and were taken with but three or four fathoms of line, instead of from 26 to 70, which they had been accustomed to use, time out of mind, in the *bottom* fishing. The Cape Ann vessels take from 200 to 500 each trip, weighing from 20 to 100 pounds.

American Stocks.

The late loan made by the United States Bank for about two years, and for £800,000 on deposit of Pennsylvania and other States' stocks, at a price which gives 10 per cent. annual interest to the subscribers, shows what rate of interest must be paid to obtain any amount of money on the best American securities, and serves therefore as a guide to capitalists here for their purchases of state stocks. We quote the last prices of the principal securities at which business has been done, but must add, that even at these rates only small and occasional sales are practicable. The continued fall in their market value destroys speculation, while many years will be required for real investments to absorb all that is at present in our market. We do not doubt but that such gradual purchases will continue of the stock of well known states which do not over issue, and which faithfully meet their engagements to their creditors, as the confidence in the resources and national honour of the United States remains undiminished in this country, as well as the conviction that by such investments, England employs her annual surplus of capital both safely and profitably, encourages her best customer, and binds more closely the ties of mutual interest between the two countries. But if the whole scheme of internal improvements in the Union is to be carried into effect on the vast scale, and with the rapidity lately projected, and by the means of foreign capital, a more comprehensive guarantee than that of individual States will be required to raise so large an amount in so short a time. A national pledge would undoubtedly collect capital together from all parts of Europe; but the forced sales of loans made separately by all the individual states in reckless competition, through a number of channels, render the terms more and more onerous for all, lower the reputation of American credit, and (as reliance is almost exclusively placed on the London market) produce temporary mischief here, by absorbing the floating capital, diverting money from regular business, deranging banking operations, and producing an unnatural balance of trade against this country. It would seem, therefore, as if most of the states must either pause in the execution of their works of improvement, or some general system of combination must be adopted.

All corporation stocks are neglected, nor do we hear of any transactions in Bank shares, except in those of the United States Bank.

We have the honour to be,
Your obedient servants,

BARING, BROTHERS, & Co.

Madison, Indiana, Nov. 16, 1839.

I enclose you a draft on the City Bank in New York for \$11,000 which please convert into funds to our interest in London. The balance payable in London, I have in my possession in specie—mostly gold, which I will bring on about the 1st of December. The money is all derived from the revenues of the State, appropriated specially to the payment of the interest on our State Bonds. Indiana will not be a defaulter, even under the present unparalleled depression. Your obedient servant,

MILTON STAPP,
Fund Commissioner of Indiana.

CONDENSED STATEMENT

Of the condition of the Banks in Georgia, as returned to the Governor on the first of October last.

LIABILITIES.

BANKS.	Capital.	Circulation.	Deposits.	Time Checks, and due to other Banks, Corporations, Agents, &c.	Reserved funds & undi- vided profits.	Total.
Central Railroad & Banking Co.	\$1,952,687 50	\$60,617 95	\$84,285 97	\$44,761 89	\$68,333 27	\$2,210,686 68
Bank of Augusta, - - -	1,200,000 00	253,312 51	129,708 15	206,697 98	34,261 41	1,823,980 05
Central Bank, - - -	2,263,240 00	86,932 00	155,737 51	330,014 63	136,340 01	3,072,264 15
Georgia Railroad & Banking Co.	2,143,317 00	592,237 72	129,886 16	332,493 32	142,936 84	3,340,871 04
Bank of Darien, - - -	435,185 00	293,720 00	52,085 39	57,818 18	25,697 02	864,105 69
Farmers' B'k. of Chattahoochee,	295,525 00	18,367 00	18,251 49	71,470 64	32,661 00	436,275 13
Bank of Columbus, - - -	400,000 00	210,150 00	36,004 66	88,872 17	105,136 53	840,163 36
Commercial Bank of Macon, -	313,750 00	93,486 00	5,455 85	6,692 82	50,691 10	470,075 77
Ocmulgee Bank, - - -	209,400 00	71,825 00	15,309 49	210,023 98	19,069 73	525,628 20
Augusta Insurance & B'king Co.	500,000 00	91,442 00	56,656 06	108,211 51	102,200 12	858,509 69
Western Bank of Georgia, -	139,260 00	70,195 00	8,569 50	5,405 45	2,071 15	235,501 10
Planters' and Mechanics' Bank,	260,000 00	97,520 00	7,771 73	76,189 31	52,679 75	494,160 79
Bank of Hawkinsville, - - -	200,000 00	69,737 00	7,537 31	77,602 78	480 18	355,367 27
Bank of St. Mary's, - - -	93,555 00	36,460 00	19,389 62	14,716 14	3,850 14	167,970 90
Insurance Bank of Columbus, -	600,000 00	7,096 00	11,060 06	404,790 37	31,024 24	1,053,970 67
Marine and Fire Insurance Bank,	400,000 00	71,995 00	80,448 10	25,544 20	100,035 93	681,023 23
Bank of Milledgeville, - - -	377,900 00	90,035 00	43,841 97	161,582 90	24,645 19	701,005 00
Bank of the State of Georgia, -	1,500,000 00	499,859 00	221,909 88	282,057 67	168,797 87	2,672,624 42
Planters' Bank, - - -	535,400 00	108,699 00	171,525 54	104,463 84	153,806 09	1,073,894 47
Bank of Brunswick, - - -	200,000 00	75,920 00	55,393 77	3,520 30	17,025 09	351,859 16
Mechanics' Bank, - - -	1,000,000 00	114,742 00		342,594 63	71,697 89	1,529,034 52
Monroe Railroad & B'king Co.*						
	15,119,219 50	3,017,348 18	1,310,828 21	2,958,124 71	1,343,440 55	

* The Monroe Railroad and Banking Company made no report.

TABLE CONTINUED.

RESOURCES.

BANKS.	Loans on Notes, Bonds, &c., and exchange lying over.	Exchange running.	Specie.	Notes of other Banks and Corporation change.	Real Estate B'king Houses and Lots, stocks, &c.
Central Railroad and Banking Company,	\$722,490 44	\$94,711 00	74,945 18	\$45,228 45	\$57,274 37
Bank of Augusta, - - -	998,080 31	105,042 20	62,406 84	27,006 00	562,465 00
Central Bank, - - -	1,615,316 23	123,493 56	46,497 91	177,065 00	1,055,000 00
Georgia Railroad and Banking Company,	913,020 02	01,624 75	157,112 15	14,279 65	81,322 03
Bank of Darien, - - -	653,178 45	.....	32,449 01	14,042 00	91,300 29
Farmers' Bank of Chattahoochee, -	413,105 15	.....	.....	4,279 57	.....
Bank of Columbus, - - -	582,745 07	97,695 05	86,503 88	18,002 50	21,767 17
Commercial Bank of Macon, - - -	233,076 29	121,420 46	87,697 35	6,450 82	11,157 85
Ocmulgee Bank, - - -	311,229 10	134,917 07	32,058 83	11,020 00	30,383 25
Augusta Insurance and Banking Co.,	584,752 03	41,447 96	43,288 76	25,443 00	84,250 46
Western Bank of Georgia, - - -	160,488 77	.....	38,640 36	3,249 46	3,000 00
Planters' and Mechanics' Bank, - - -	229,917 44	166,126 11	34,814 00	8,345 17	23,918 89
Bank of Hawkinsville, - - -	209,349 15	22,687 45	26,701 40	13,013 09	62,092 20
Bank of St. Mary's, - - -	114,614 30	13,919 53	20,635 32	1,621 53	7,935 43
Insurance Bank of Columbus, - - -	449,449 23	54,213 57	47,487 64	425,660 00	20,000 00
Marine and Fire Insurance Bank, -	387,419 69	132,948 31	73,450 98	23,195 00	39,983 73
Bank of Milledgeville, - - -	585,343 56	.....	19,159 80	36,460 16	15,000 00
Bank of the State of Georgia, - - -	1,745,273 30	218,619 85	283,788 96	145,841 00	115,024 20
Planters' Bank, - - -	384,793 51	596,034 37	90,914 66	18,370 00	16,560 00
Bank of Brunswick, - - -	148,963 76	92,959 07	61,618 23	12,083 69	6,055 12
Mechanics' Bank, - - -	695,334 02	293,933 39	99,101 96	108,939 00	40,970 73
	\$12,037,958 22	\$2,401,794 36	\$1,424,223 22	\$1,141,595 00	\$2,348,520 72

TABLE CONTINUED.

RESOURCES.

BANKS.	Due by other Banks, agents, &c.	Expenses, &c.	Cost of Rail Roads.	Total.
Central Railroad and Banking Company, - - -	\$33,182 57	\$6,520 13	\$1,176,334 44	\$2,210,686 58
Bank of Augusta, - - - - -	60,659 09	8,120 61	.....	1,823,970 05
Central Bank, - - - - -	41,547 41	13,344 04	.....	3,072,264 15
Georgia Railroad and Banking Company, - - -	179,544 77	40,816 55	1,860,151 12	3,340,871 04
Bank of Darien, - - - - -	72,133 73	942 11	.....	864,105 59
Farmers' Bank of Chattahoochee, - - - - -	2,890 41	15,000 00	.....	436,275 13
Bank of Columbus, - - - - -	24,964 74	8,479 95	.....	840,163 36
Commercial Bank of Macon, - - - - -	4,971 23	5,301 77	.....	470,075 77
Ocmulgee Bank, - - - - -	1,041 65	4,978 30	.....	525,628 20
Augusta Insurance and Banking Company, - -	67,016 60	12,360 88	.....	858,509 69
Western Bank of Georgia, - - - - -	20,122 51	.....	.....	225,501 10
Planters' and Mechanics' Bank, - - - - -	30,090 89	948 29	.....	494,160 79
Bank of Hawkinsville, - - - - -	621 31	20,892 76	.....	355,357 27
Bank of St. Mary's, - - - - -	6,382 95	1,861 84	.....	169,970 90
Insurance Bank of Columbus, - - - - -	54,547 44	2,612 79	.....	1,053,970 67
Marine and Fire Insurance Bank, - - - - -	13,330 30	5,695 82	.....	681,023 23
Bank of Milledgeville, - - - - -	18,976 55	26,164 99	.....	701,005 00
Bank of the State of Georgia, - - - - -	138,565 35	25,511 86	.....	2,672,624 42
Planters' Bank, - - - - -	62,877 31	4,344 62	.....	1,073,894 47
Bank of Brunswick, - - - - -	30,159 69	.....	.....	351,859 16
Mechanics' Bank, - - - - -	283,385 70	7,469 72	.....	1,529,034 52
	\$1,147,117 10	211,267 03	\$3,036,485 56	

*Georgia Constitutionalist.***The new Iron Steamboat, Valley Forge.**

This large and delightful boat is now at the wharf and will leave for New Orleans and intermediate ports at 10 o'clock Tuesday. Agreeable to promise we now proceed to give a description of her, her owners, manufacturers, and mechanics, and persons who contributed to her fabrication and equipment. She is owned by Robinson & Minis, R. Miller, Jr. and Capt. Robert Baldwin, who commands her. She was built and the engine furnished at the Washington Works by Robinson & Minis. She has 4 boilers and 2 cylinders, of 16 inches and 8 feet 3 inch stroke—works a 24 foot wheel and 8 foot bucket, and a separate engine for supplying the boilers. Evans' Patent Safety Guard to prevent explosions. Instead of wood, she has 3 iron frames or bulkheads, and is very carefully divided into 4 parts (to prevent her from sinking) by strong water proof iron partitions in the hold. Her length is about 157 feet, and breadth about 25 feet. In the gentlemen's cabin there are 30 state rooms, finished in fine style, and over the door of each a beautiful frosted glass plate with the name of each state and our four Territories cut out conspicuously. In the ladies' cabin there are six state rooms, finished in the same style, and over the door of each the name of the six cities on the Ohio and Mississippi rivers—viz: Pittsburgh, Cincinnati, Louisville, St. Louis, Natchez and New Orleans. All the glass was made by Bakewells & Co., the iron for the boat was manufactured by Lyon, Shorb & Co., J. Bissell & Co., Spang & Son, Lorenz & Cuddy, Shoenberger & Co., and the Angle Iron by Leonard, Semple & Co. The iron stoves by Robinson & Minis, the stove and cooking apartment by L. & P. Peterson & Co., the new style double chimneys by W. B. Scaife, the tin and copper work by Sheriff, Fitzsimons, & Kean, the looking glasses by J. T. Morgan, the spring mattresses by Reese Townsend & Co., the Chair's &c by George Singer, the carpets by Eli Edmondson, the carpenter work by James Mellinger, and the painting by T. Roads & Co., J. & J. Patterson, of Birmingham, the locks. She can carry with comfort in her cabins about 150 ladies and gentlemen, and a large number of deck passengers. Her tonnage is about

200, with very strong and elastic steam engines, and every thing in the very best order for strength, durability, safety and comfort. This being the first Iron Steamer on the Western Waters, and being built with great toil and labour, and at an expense of about \$50,000, we hope the boat will attract general attention, and her enterprising owners be amply rewarded for their noble investment.—*Harris's Intel.*

Facilities for Travelling.—After copying a notice of a recent trip from New York to Madison, Indiana, in which the journey of 816 miles was made in 109 hours, and at an expense of \$41, the Gettysburg Star gives the following "bill of particulars" attending a journey made last summer by one of the editors of that paper:

Route	Miles.	Hours.	Fare.
From Milwaukee to Cleveland (steamboat.)	754	70	\$18 00
From Cleveland to Beaver, (stage.)	112	23	5 00
From Beaver to Pittsburg, (steamboat.)	28	5	1 00
From Pittsburg to Chambersburg, (stage.)	160	36	11 00
From Chambersburg to Carlisle, (railroad.)	39	3	1 50
	1093	136	\$36 50

The journey of 1093 miles was done it appears, exclusive of stoppages, in five days and sixteen hours, and at a cost of less than \$37. This is certainly rapid travelling and cheap to boot.

The Augusta Chronicle contains a list of all the persons who have died in that place of fever since the 8th August, amounting to 210. The number of cases is estimated at from 1,500 to 2,000.

Cold for November.—At Brookville Indiana, on the morning of the 25th ult. the thermometer stood at two degrees below zero.

From the Baltimore American.

Susquehanna and Tide Water Canal.—Notwithstanding the great prevalence of sickness along the line of this work during the recent autumn, which occasioned almost a virtual suspension of labour for a time, extraordinary efforts were made to bring the work to that point of completion which would admit the passage of boats along the entire line from Columbia to Havre de Grace before the coming winter. The admission of water into the successive levels of the canal has been going on, for the purpose of testing the work and enabling the chief engineer to name a day when the formal opening might take place, but we sincerely regret to say that a breach has occurred at Otter Creek aqueduct, about fourteen miles below Wrightsville, which precludes all hope of that event this fall. The breach we learn, is about forty feet in length by twenty in depth, including one wing of the aqueduct.

Since the above article was written we have seen a letter from the chief engineer, dated on the line of the canal, which says that the water has been admitted into the canal from Muddy Creek down to Havre de Grace, a distance of twenty three miles, and that "all stands well." Above the breach the canal is navigable through a line of fourteen miles to Wrightsville.

From the Commercial List.

PHILADELPHIA.

Statement showing the amount of domestic produce exported from the port of Philadelphia, to foreign ports, from the 1st of January to the 30th of September, 1839.

Articles.		Value.
Wheat Flour,	bbls. 132,159	\$969,832
Rye do.	do. 23,796	101,156
Corn Meal,	do. 56,712	224,728
Corn,	bush. 11,971	12,815
Ship Bread,	bbls. 14,068	85,204
do.	kegs 16,214	
Rice,	tierces 449	13,177
Pork,	bbls. 1,082	65,319
Hams and Bacon,	pounds 46,167	
Lard,	do. 300,694	5,224
Beef,	bbls. 282	
Hides,	No. 365	11,259
Tallow,	pounds 1,544	
Butter,	do. 61,690	7,337
Cheese,	do. 8,895	
Pickled Fish,	bbls. 1,363	117,765
Ginseng,	pounds 317,443	24,378
Sperm & Whale Oil,	galls. 28,084	13,811
Sperm Candles,	pounds 31,860	80,792
Tallow Candles,	do. 74,985	
Soap,	do. 755,186	43,301
Rosin and Turpentine,	bbls. 14,436	
Tar and Pitch,	do. 926	160,956
White and coloured Cotton Goods,		

Comparative statement of the value of foreign and domestic Goods exported from Philadelphia during the years 1837 and 1838, and the three quarters of 1839 ending September 30th.

	Foreign.	Domestic.
1837—First quarter	\$113,041	\$333,732
Second do.	345,627	650,547
Third do.	488,180	786,677
Fourth do.	489,468	796,869
Total,	\$1,436,316	\$2,567,835
1838—First quarter,	\$51,227	\$282,702
Second do.	323,078	816,001
Third do.	131,835	585,981
Fourth do.	202,646	778,581
Total,	\$708,786	\$2,463,265

1839—First quarter,	\$114,708	\$881,662
Second do.	499,827	1,307,061
Third do.	334,023	1,180,907
Total,	\$948,558	\$3,369,630

RECAPITULATION.

Total value in 1837	\$4,004,131
" " 1838	3,172,051
" " three quarters of 1839	4,318,188

Comparative statement of the amount of foreign sugar, imported direct into the district of Philadelphia, from the 1st of January to the 30th of November, inclusive, in 1837, 1838 and 1839.

1839—mos.	boxes.	hhds.	bbls.	bags.	cases.
January	444	....	1,250	51	....
February	539	171	4	4	....
March	1,788	1,814	3,079	3,259	....
April	2,326	1,398	1,096	1,298	....
May	3,575	1,895	330	....	....
June	1,412	1,188	1,858	401	....
July	1,330	2,602	3,593	4,909	117
August	3,778	1,080	1,813	....	....
September	3,067	722	203	154	....
October	3,003	418	869	1	....
November	1,581	41	727	3	....
Total	22,643	11,329	15,622	10,576	117
1838	22,549	12,651	17,164	14,037	57
1837	17,786	5,223	5,065	14,139	50

GEORGE GUIER, U. S. Weigher.

Anthracite Iron.—Our enterprising townsmen, Moore & Stuart, proprietors of the Danville Eagle Iron Foundry, had a ton of iron delivered to them last week from the Pottsville Anthracite Furnace, from which they have made some light castings, and they pronounce the iron good. As they have carried on the business extensively for several years, chiefly in the manufacture of hollow-ware and light castings, and have in the course of their experiments, tried nearly all kinds of iron manufactured in this state, they are good judges of the nature and quality of the metal, and a favourable expression from them is not an idle or unmeaning recommendation. The castings made from this iron have a bright and beautiful zinc colour, and the surface so smooth as to bear a strong resemblance to polished ware. Their castings, such as pot lids, pans, &c. made of this iron will bear to be dropped flat on the floor from some considerable height, without breaking; and, no doubt is entertained, in these days of rapid improvement, but that anthracite iron can and will be so tempered in the manufacture of the raw metal, that it can be adapted to all purposes for which iron is used, in bars, in hollow-ware, in wrought and cast articles of every description—light and heavy, strong and handsome.—*Danville Intelligencer.*

Pittsburg Looking Glass Factory.

T. A. Hiller & Co.

The extensive Looking Glass Factory of those gentlemen is on the Canal above Federal street, Allegheny, where are made annually a large quantity of looking glasses of all the various kinds purchased by merchants and families, for home use or for exportation. This factory employs from fifteen to twenty hands in the various departments, and is driven by a steam engine of six horse power. One of the peculiar curiosities of this factory is a large circular saw used for the purpose of cutting the backs for looking glasses, and it cuts about 2,000 feet a day, of about an eighth of an inch thick and very regular. The enterprising and skilful proprietors have been engaged in the manufacture and improvement of their business in this city for about ten years, and their work and establishment will vie with any similar one in the United States.—*Harris's Intelligencer.*

FARMERS' BANK OF VIRGINIA.

The following letter from the President of this Institution, was laid before the House of Delegates on Saturday.

FARMERS' BANK OF VA. }
December 5th, 1839. }

Sir:—I enclose a general statement of the condition of the Bank on the 2d. inst. with a table showing the denominations of notes in circulation, the dealings in exchange, and the real estate of the Bank, which with this note, I pray you to lay before the General Assembly.

This Bank was reduced to the necessity, along with other Banks of the State, of resolving temporarily to suspend specie payments on the 12th October last. The resolution was taken under a painful sense of the responsibility it involved, and not until it was seen that thereby alone could mischiefs the most serious to the community at large and to the Banks be avoided.

The state of the Banks of this Commonwealth has annually been made public; and whilst their condition has been such as to inspire unhesitating confidence in the soundness and security of the institutions, it must have been remarked that it was not favourable to the maintenance of specie payments in a period of commercial revulsion occurring unexpectedly, and compelling the Banks of the principal commercial points to suspend. It has been known that their loans have been large for their capitals, and that they could not be called in of a sudden, and least of all, at a period of unusual obstruction to the ordinary business transactions of the country. So also the circulation has been larger for the specie held by the Banks. Usually it has been redeemed without embarrassments, by drawing upon collections made by other Banks on account of our own, but this resource failing, as fail it must in the event of suspension by Banks in other States, the loss of the specie capital of our Banks would be inevitable. For, it will be remarked, the tendency of the circulation to return upon the Banks would be increased at such a time, and besides, that the payment of deposits would be exacted in coin.

The reduction of the outstanding debt, and of the liabilities of the Bank had been steadily looked to, anterior to the suspension of the Banks in the cities before mentioned; it was a policy, however, that had of course to be modified, and limited by a due regard to its effects on the property, business, employments and commerce of the country. Hence the reduction was pursued with caution, and less was accomplished than would have satisfied the judgment of those having the management of the institution, if they had been at liberty to disregard the high claims of the community. It must be admitted, that time and great forbearance are necessary to bring about a change in Banking, especially when, as in this State, it has been conducted through a long series of years upon terms of great indulgence and liberality. At the date of the late suspension, the board was satisfied that the consequences of an incautious attempt to maintain specie payments would have been the loss at least of the specie capital to supply the foreign demand for it, the prostration of business of every kind, along with the price of every description of property and general embarrassment and discredit.

The capital of the Bank has been increased since the beginning of the year nearly \$600,000; and the debt outstanding has been reduced something more than \$590,000.—Within that period the circulation has diminished upwards of \$590,000, and the deposits more than \$300,000.

The circulation and the outstanding debt are less now than they were on the 12th October, when the suspension was resolved on; by which it appears that the Bank has not departed from the course of cautious reduction which it had previously prescribed to itself. The line of discounts and circulation compared with the specie are each within the limits prescribed by the act of Assembly.

The last dividend of profits declared, was at the rate of 6 per cent, which on the capital of \$2,000,000 amounted to \$120,000.

The Bank has continued to supply the community liberally with change, and by some of the branches of this institu-

tion large demands made by brokers and others have been paid in coin rather than incur the penalties of a protest.

The course of the Bank has been forced upon it by public considerations at the risk of serious consequences to itself, and of great embarrassment to the officers, in the humble confidence that it will be approved by the General Assembly.

I have the honour to be, with great respect, your obedient servant,

WM. H. MACFARLAND, President.

To his Excellency,
DAVID CAMPBELL.

State of the Farmers' Bank, including the Branches, on Monday, the 3d December, 1839:

Debt outstanding—		
Inland bills	\$1,212,757 85	
Bills, discounted bonds, and all other debts	3,782,594 07	
		4,995,351 92
Foreign bills		6,936 86
Farmers' Bank stock, 49 shares		4,900 00
Specie		531,541 83
Notes of other Banks		207,528 53
Due from other Banks		71,033 37
Real estate		199,312 83
		\$6,016,605 37
Capital Stock:—		
Old stock	\$2,000,000 00	
New stock, instalments, and interest	596,470 91	
		2,596,470 91
Notes in circulation		2,132,523 50
Deposit money of Commonwealth and others		739,237 99
Contingent fund		434,869 44
Profit and loss of the institution for six months		113,503 53
		\$6,016,605 37

FARMERS' BANK OF VIRGINIA, }
Richmond, 3d Dec. 1839. }

The undersigned, Directors of the Farmers' Bank of Virginia, testify that the foregoing statements have been examined and are believed to be correct.

CHARLES ELLIS,
A. PLEASANTS,
NICHOLAS MILLS,
W. H. HUBBARD,
JAMES SIZER,
SAMUEL MARX,
SAMUEL REEVE,
O. WILLIAMS,
SUBLETT MCGRAUDER.

(Sworn to by J. G. BLAIR, Cashier.)

Canal Commerce.

COLLECTOR'S OFFICE, }
Cleveland, December 2, 1839. }

Of property paying toll by weight, there arrived at Cleveland, by way of the canal, during the last month, 18,426,962 lbs.

During the corresponding month last year 18,741,391 lbs:

The following are the chief articles that arrived:

135,180 bushels wheat,
18,428 " corn,
2,753 " oats,
34,283 barrels flour,
290 " pork,
1,115 " whiskey;
45,997 pounds butter,
15,078 " lard,
21,167 " merchandise,
419½ cords wood,

Of property paying toll by weight, there were cleared from Cleveland, by way of the canal, during the past month, 8,144,071 lbs.

During the month of November last year, 7,983,809 lbs.

The chief articles cleared are the following:

17,592 barrels salt,
444 " lake fish,
1,116,511 pounds merchandise,*
128,934 " furniture,
667,200 " gypsum,
165,006 feet lumber,
170 M. shingles,

The amount of tolls collected at this office during the past month is \$13,246 62

During the corresponding month last year, 16,547 73

D. H. BEARDSLEY, Collector.

At the close of the year we shall probably be able to present a more full comparative statement of the canal business in different years, than any heretofore published. These statistics will enable readers at a distance to judge with accuracy of the amount of business transacted at this point. We subjoin a few figures:

Receipts of wheat and flour and clearance of merchandise at Cleveland, 1839.

	Wheat, bu.	Flour, bbls.	Merch. lbs.
April,	98,734	21,524	261,496
May,	270,470	63,066	2,679,763
June,	206,080	44,704	2,669,577
July,	58,147	13,778	1,280,625
August,	63,311	11,756	2,597,991
September,	3 6,763	28,883	3,044,246
October,	377,115	46,448	3,580,347
November,	136,180	34,283	1,116,511
	1,515,800	264,842	17,429,556

Cleared, 1839—Salt, Gypsum, Fish.

	Salt, bbls.	Gypsum, lbs.	Fish, bbls.
April,	767	442,075	1,550
May,	8,711	294,932	1,933
June,	11,494	123,239	2,001
July,	13,696	125,337	1,090
August,	14,349	28,763	538
September,	15,696	261,395	701
October,	24,548	496,198	571
November,	17,582	667,300	444
	109,843	2,439,139	8,828

Property on which toll is charged by weight and tolls.

	Arrived, lbs.	Cleared, lbs.	Tolls.
April,	15,426,614	2,168,120	\$4,484 57½
May,	38,616,573	8,761,521	19,057 36½
June,	31,216,818	8,614,606	20,159 13
July,	11,483,336	6,712,415	14,824 65
August,	8,556,011	7,980,786	18,833 83½
September,	26,944,626	9,068,881	20,331 56½
October,	34,079,607	12,052,856	25,563 46
November,	18,426,962	8,144,071	13,346 62
	134,750,547	63,783,256	137,091 20

The aggregates of sundry articles received and cleared here the past three years are thus exhibited:

Wheat and flour received at Cleveland by canal to December 1, for the years stated.

Received.	1837	1838	1839
Wheat, bushels,	548,206	1,328,521	1,515,800
Flour, barrels,	202,937	282,745	264,842
Cleared.			
Salt, barrels	62,857	62,838	109,843
Lake fish, bbls.	6, 26	7,282	8,828
Gypsum, lbs.	1,482,570	1,841,488	2,439,139

* Merchandise during the corresponding month last year, 3,562,563 lbs.

Merchandise* 8,868,887 16,946,453 17,429,556
Reducing the wheat to its equivalent in flour, viz: five bushels per barrel, and we have the following comparison of the receipts of those articles:

	Aggregates to Dec. 1, 1837	1838	1839
Flour, barrels,	202,937	282,745	264,842
Wheat, "	169,641	245,704	303,160

Totals, 312,598 528,449 568,002

The canal is still open, but very few boats are running.

Miami Canal Commerce.

The following articles have been received from the Miami canal, at this port, within the three weeks ending December 1st, 1839.

Flour,	-	-	7,142 bbls.
Whiskey,	-	-	2,178 "
Wood,	-	-	1,128 cords.
Cotton yarns,	-	-	5,000 lbs.

The following is the Collector's statement (extracted from the Cincinnati Daily Gazette,) of the business of the entire year, ending December 1st.

The increase of tolls, at his office, it will be seen, is about 30 per cent. on the receipts of last year.

A statement of most of the different kinds of property arrived and cleared by the Miami canal at Cincinnati, for the year ending November 30, 1839.

ARRIVED

Flour,	-	-	138,120 bbls.
Whiskey,	-	-	43,228 "
Linsced oil,	-	-	100 "
Pork,	-	-	26,921 "
"	-	-	2,317 hhds.
"	-	-	4,077,775 lbs.
Lard,	-	-	2,562,192 "
Corn, oats and rye,	-	-	1,357,187 "
Grass seed,	-	-	38,467 "
Barley,	-	-	33,741 "
Butter and eggs,	-	-	103,207 "
Wool,	-	-	3,910 "
Cotton yarns,	-	-	36,160 "
Dried fruit,	-	-	2,000 "
Machinery,	-	-	11,414 "
Brooms,	-	-	12,116 "
Sundries,	-	-	1,913,476 "
Live hogs,	-	-	1,365 "
Wood,	-	-	8,253 cords.
Hay,	-	-	34 tons.
Passengers,	-	-	8,159 "
Travelled,	-	-	326,436 miles.

CLEARED.

Pork,	-	-	65 bbls.
Salt,	-	-	7,033,656 lbs.
Pork,	-	-	8,995 "
Pig iron,	-	-	659,371 "
Castings,	-	-	1,449,788 "
Merchandise,	-	-	8,664,640 "
Iron and nails,	-	-	3,191,985 "
Wool,	-	-	23,886 "
Hides and skins,	-	-	23,231 "
Machinery,	-	-	63,692 "
Agricultural implements,	-	-	17,184 "
Grindstones,	-	-	139,733 "
Cut stone,	-	-	142,488 "
Hoop poles,	-	-	245,653 "
Staves and heading,	-	-	2,220 "
Brooms,	-	-	4,880 "
Mill stones,	-	-	6,874 "
Sundries,	-	-	2,097,173 "
Corn,	-	-	29,504 bushels
Mineral coal,	-	-	52,537 "
Rough stone,	-	-	916 perch.

* This amount is for the entire year 1837, and may probably include some merchandise cleared after December 1st.

Lumber,	-	-	2,150,641 feet.
Shingles and lath,	-	-	6,377 M.
Cotton,	-	-	473 bales.

Amount of tolls received for the corresponding year up to November 30th, 1838, \$32,895 03 tolls and water rent.

1839

\$40,826 71 tolls and water rent.

1,963 81 water rents due and not paid.

42,790 52

32,895 03

\$9,895 49 increase over last year.

C. FARQUHAR, Collector.

To the Editors of the Louisville Journal.
THE KENTUCKY IRON MOUNTAIN.

IN MUHLENBURG COUNTY.

GENTLEMEN:—Some notice of the mineral wealth of this part of our State might not be uninteresting to your numerous readers. In several places there are good indications of valuable iron ore, and numerous banks of superior stone coal, which vary from four to twelve feet in thickness—we will not, however, dwell upon these, but call attention to a single spot, the property of Messrs. Buckner and Churchill. Near the "Nick Biddle Furnace," recently erected, they have beds of Iron ore, which, for quantity and quality, *rival* if they *do not transcend, any ever yet discovered*. The celebrated Missouri Mountain, besides being remote from navigation, is, as we understand, unhappily situated in regard to wood and mineral coal; but our Kentucky mountain, while it contains ore enough to supply the whole republic with iron for centuries, is in the midst of a densely timbered country, and convenient to inexhaustible banks of excellent coal. A slight examination of the Iron and Coal mines, with all the attendant facilities, in the vicinity of this Furnace, will satisfy any one the least informed on the subject, of their immense magnitude and availability.

All the materials—ore, coal, wood, limestone, &c., for the manufacture of iron to an unlimited extent, present themselves in highly desirable proximity. That this may not be thought exaggeration, we will go somewhat into detail. The ore is apparent in numerous places over a very large surface—more than 5000 acres—and in such way as to leave no doubt of its being one continuous mass through a greater portion of the whole. At the point where the enterprising owners have commenced mining, the stratum was at first about 8 feet thick. It has rapidly increased to upwards of 18 feet. The lower surface dips and the upper rises, the first about three inches, and the other over one inch to the horizontal foot. Hence, after penetrating the hill 60 feet farther, the stratum of ore will be more than 40 feet in thickness; and near the summit of the hill will exceed several hundred feet. From the uniform dip of the lower and rise of the upper surface, there is every reason to believe that it increases to a vast thickness. That the top of the stratum preserves an angle of elevation equal to that of the hill, is, for a considerable distance, very obvious. The entire mass after removing a slight covering, not over two feet in depth, is *good and pure ore, the whole of which, without rejecting any part, is fit for the Furnace without washing, cleansing, or separation; and every 100 lbs. of it, by actual test yields from 40 to 45 lbs. beautiful metal*. It is therefore mined with such extraordinary facility, that, as we are assured, four miners can easily supply one large Furnace. An English article of high authority—"Library of Useful Knowledge," August, 1834, says, that one establishment in South Wales, consisting of five Furnaces and a Rolling Mill, employs 1400 operatives, of whom 508, under the head of miners, are engaged in furnishing the necessary quantity of ore. Less than one-tenth of this number can more than meet the consumption, of five Furnaces, where the ore is so readily obtained as it is here. If we assume the mean thickness of the stratum to be 40 feet; and no doubt it is greater, and then calculate the amount of metal obtainable from a single acre, we can form some idea of the stupendous magnitude of this Iron

mountain. There would be in the acre 43,560 superficial feet, which, multiplied by the thickness of the ore, would give 1,742,400 cubic feet. Estimating the cubic foot at 150 lbs. there would be 261,360,000 lbs. of ore, yielding 40 per cent. or 1-4,544,000 lbs. of metal equal to 52,272 tons of 2000 lbs. each; which at \$30 per ton would be \$1,568,160. If we allow one-eighth loss in weight (which is about the estimate in Wales) for manufacturing, the result would be 45,738 tons of refined iron, worth at the rate of \$100 per ton, \$4,573,800. What a treasure contained in one acre of ground, which until lately would not have sold for *five cents*! When it is considered that this ore extends over several square miles, it will be readily conceived that it can never be consumed.

About two miles from the place above described, the ore is again seen in even a greater mass. It is exposed on each side of a ridge which is several miles in length and about half a mile wide, being about 12 feet in thickness on one side and fifteen on the other. In all probability this bed dips and rises like the one first described, and if so it attains a great thickness. But as to the quantity we have said enough. The 284 furnaces of Great Britain would make but little impression upon it in ages. As to its quality there can be no doubt. Practical men who have had much experience in various States assure us that it is easily worked, and affords a metal of superior excellence. They say they would not desire it richer; that ores yielding from 30 to 40 per cent. are more profitably used than richer ores, which require very great and expensive additions of limestone, sand, or clay, to make the composition such as will flux properly. There is abundance of sand quite convenient, and at the distance of three-fourths of a mile, an extensive limestone formation. At about the same distance from the furnace, is a bed of stone coal about three feet in thickness. This coal is thus far not very good, but as the mine is farther opened it will probably improve in quality as well as in quantity. About four and a half miles from the furnace is another coal bank of good quality, about six feet in thickness, and of great apparent extent. Near this bank Messrs. Buckner and Churchill contemplate the erection of a Rolling mill. With very little expense in grading it may, by a railroad, be connected with their furnace. This great mineral region is about four miles from this place, (Greenville,) and about thirteen from Green River; which, as soon as the lower lock and dam shall be completed, will at all seasons be navigable to the Ohio. After Messrs. Buckner and Churchill, extend their works according to their calculations, they will have the most important, and, as we firmly believe, the most profitable Iron establishment in the Union.

ALNEY McJEAN,
EDWARD RUMSEY.

ANTIQUITY OF SILK CULTURE IN CONNEC-
TICUT.

In the old file of the Gazette for 1768, we find the following, probably first account of American Silk. "We are informed that Mr. William Hanks of Mansfield, in this colony, is now cultivating a large Vineyard; and as the vines at present look very promising, he hopes to be able in two or three years to furnish the public with wines unadulterated with duties. He has also the last year raised silk enough to make three women's gowns. A gentleman in Windham is also cultivating a large Vineyard. Sundry gentlemen in Windham have large nurseries, and others orchards of Mulberry trees, which have been cultivated to bring on a Silk Manufactory. 'Tis said one silk house is already erected in Lebanon."—*New London Gazette*.

"Advertisement.—MULBERRY TREES to the number of 3000, to be sold at a reasonable rate by *William Hanks* of Mansfield, Windham county; the greater part of said trees are three years old, and a great number of them an inch in diameter at the ground, and there are all sizes under an inch. The best time to set them is at the New Moon in April. They will be sold cheap for the speedy promoting the culture of Silk."

City Improvements.

As the season for building may be considered at an end for the present year, we present the following taken from the report of the city Commissioners, made to the Select and Common councils, at their last meeting.

Six story stores,	1	Four story workshop,	1
Five do	13	Three do	2
Four do	57	Two do	3
Three do	5	One do	2
Two do	2	Three story factory,	1
One do	1	Two do	1
Five story dwellings,	1	Three story office,	1
Four do	27	Two story shops,	2
Three do	194	Two story stables,	11
Two do	4	Two do hose house,	4
Four story hotel,	1	Two do engine house,	1
Three do back building,	15	One do coach house,	1
Two do	21	Green house,	1
One do	3	Soup house,	1

In addition to the above there have been erected three two story churches, one two story academy of Natural Sciences, one two story hall of Artist's Fund, one three story transportation depot, one and a half depot, making altogether 393 buildings.

The said buildings have been erected on the following streets:

Pine street,	34	Chestnut street,	12
Lombard street,	23	Clinton do	10
Market do	18	Fourth do	9
Spruce do	15	Twelfth do	9
Vine do	12	Schyl 8th do	9
Perry do	11	do 3d do	9
Front do	11	Gaskill do	9
Third do	11	Fifth do	8
Broad do	11	Water do	7
Race do	10	Schyl 5th do	7
Second do	10	Cedar do	7
Arch do	6	Thirteenth do	6
Relief alley,	6	Locust do	6
Mark's lane,	5	North do	4
Juniper street,	4	Franklin do	4
Commerce do	4	Seventh do	3
Eighth do	3	Tenth do	3
Eleventh do	3	Cherry do	3
Baron do	3	Filbert do	2
Bonsall do	2	Rittenhouse do	2
Washing'n do	2	Hunter do	2
Knoodle do	2	Minor do	2
Schyl 3d do	1	Schuy'l Water do	1
George do	1	Prune do	1
Castle do	1	Branch do	1
Helmuth do	1	Laurel do	1
North do	1	Ohio do	1
Hirst do	1	St. Mary do	1
Little Dock do	1	Grape do	1
Dock do	1	Green do	1
Adelphi do	1	Brown's court	1
Greenleaf court	1		

Besides the above, there have been ten new three story dwellings erected on a private street.—*N. American.*

Growth of Philadelphia—We perceive that several of the New York papers in noticing the table of buildings erected in the city proper, as published by us a few days since, state that the whole number erected in this city for the present year amounts to only 393. It should have been added by them, that this applies to the city exclusively, and not to any of the Liberties. For the purpose of correcting this error, we have ascertained the number erected in the various districts, for the above space of time which is as follows:

In the city proper,	393
Spring Garden,	267
Moyamensing,	163
Kensington,	184

Southwark,	99
Northern Liberties,	90
Penn Township,	96
Passyunk,	47

Total, 1,289
N. American.

Population of Cincinnati and Environs.

From an article in the Cincinnati Gazette, containing the results of the population statistics of this city, as obtained by Mr. Shaffer, in preparing a Directory, we make the following extracts:

Population within the city limits—	
Whites,	40,000
Coloured,	2,500
Total,	42,500
N. Liberties,	1,000
Fulton,	1,400
Cincinnati and suburbs,	44,900
Kentucky side—	
Covington,	2,000
Newport,	1,000

Aggregate of Cincinnati and environs, 47,900

There are some other neighbourhoods which might with great propriety have been included, and would have made the total not less than 50,000. Were our population counted as Pittsburg avowedly counts hers, viz: within a radius of five miles, it would be more than 60,000. The result as now given, is about what we supposed it to be, and shows a vast increase within the last six years.

In taking the names for the Directory, Mr. Shaffer also took the places of nativity. The variety and distribution of these places is curious enough, and shows how Cincinnati has gathered tribute from every corner of the earth. Sixty-four states and nations are enumerated as furnishing each their share, and most of them liberally enough.

We make the following classification—

1. Germany, (including Bavaria and other states,)	1,760
2. Other states of the Continent,	207
3. England,	679
4. Ireland,	717
5. Scotland,	155
6. Wales,	67
Foreign,	3,525
7. Pennsylvania,	1,098
8. Ohio,	907
9. New England,	883
10. New Jersey,	717
11. New York,	607
12. Virginia,	521
13. Maryland,	487
14. Rest of the United States,	269
	5,489

From the above, we conclude that the population within the city limits is divided in about this ratio, viz:

American,	23,000
German,	7,000
English,	3,000
Irish,	3,000
Miscellaneous,	4,000

From this view of our little neighbourhood, we may learn one thing, that in no place is there more need of charity, in respect to opinions and doings; for in no place is there a greater probability of running against somebody's sharp corners.

COMMERCE OF NEW JERSEY FROM 1791 TO 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Drawb'ts paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1791	.	.	26,988	.	15,379	.	1,171 00
1792	.	.	23,406	.	5,479	.	1,000 00
1793	.	.	54,179	.	16,929	.	260 27
1794	.	.	58,154	.	15,597	158	484 04
1795	.	.	130,814	.	20,510	2,564	637 85
1796	.	.	59,227	.	1,100	933	901 27
1797	.	.	18,161	.	10,090	.	762 72
1798	.	.	61,877	.	17,256	10,589	1,344 28
1799	.	.	9,722	.	867	2,341	1,271 34
1800	.	.	2,289	.	135	.	860 15
1801	.	.	25,406	.	8,510	.	1,046 08
1802	.	.	26,227	.	3,247	.	1,551 09
1803	21,311	.	21,311	.	3,617	.	1,708 35
1804	24,829	.	24,829	.	3,895	.	1,445 88
1805	20,633	110	20,743	.	18,514	.	1,293 05
1806	26,504	7,863	33,867	.	14,310	5,582	891 84
1807	36,063	5,123	41,186	.	17,699	2,408	952 13
1808	12,511	8,288	20,799	.	10,391	5,587	525 29
1809	269,104	50,071	319,175	.	24,444	5,690	15,596 67
1810	392,798	37,469	430,267	.	13,573	8,497	17,338 51
1811	1,871	.	1,871	.	84,559	2,986	14,144 12
1812	4,186	.	4,186	.	27,383	1,083	13,639 58
1813	10,260	.	10,260	.	47,754	.	12,769 29
1814	.	.	.	.	82,764	.	18,843 19
1815	5,279	.	5,279	.	14,222	.	2,465 67
1816	9,746	.	9,746	.	27,410	.	2,500 87
1817	5,849	.	5,849	.	6,253	507	2,436 70
1818	25,957	.	25,957	.	3,602	168	222 02
1819	1,474	.	1,474	.	16,702	987	319 44
1820	20,511	.	20,511	.	14,609	277	468 56
1821	33,613	98	33,711	17,606	29,225	3,339	207 77
1822	83,551	.	83,551	103,190	24,244	1,722	1,187 78
1823	26,064	.	26,064	5,933	7,127	424	1,217 00
1824	28,989	.	28,989	637,518	483,372	5,157	2,364 20
1825	43,980	3,233	47,213	27,688	1,998	157,644	1,378 86
1826	30,859	7,106	37,965	48,004	14,558	19,826	1,428 38
1827	25,627	.	25,627	338,497	534,733	2,209	912 82
1828	1,892	.	1,892	706,872	692,178	44,255	1,442 56
1829	8,022	.	8,022	786,247	249,559	98,711	292 50
1830	8,224	100	8,324	13,444	770	28,221	573 90
1831	11,430	.	11,430	.	6,663	700	1,260 04
1832	53,991	7,803	61,794	70,460	31,223	1,689	256 28
1833	30,853	1,900	32,753	170	26	240	1,389 77
1834	8,131	.	8,131	4,492	3,812	.	709 74
1835	66,363	7,678	74,041	18,932	64,111	876	1,955 15*
1836	38,769	24,040	62,809	24,263	4,670	.	1,175 37*
1837	19,640	24,577	44,217	69,152	.	.	1,175 36*
1838	28,010	.	28,010	1,700	.	.	1,656 56*

* Ending 30th of September.

The Bank.—At a meeting of the Directors yesterday, they considered it their imperative duty to adhere to the resolutions of the 12th, at the same time they agreed to the following resolutions to continue during the next 60 days.

1st. Payers of business notes, which have been discounted, may have them renewed, for sixty days, by paying one-tenth of the amount due, and the interest.

2d. This bank, to accommodate the payers of notes sent to this office from abroad for collection, will buy to a moderate extent good bills of exchange, upon New York, Boston and New Orleans, and, to a limited amount, upon the branches of this bank.—*St. Louis Bulletin.*

The Lead Mining Business.—By the operation of our prospective import laws the duty on foreign lead, which has been 3 cents per pound will be reduced after the first of January next to an ad valorem duty, considerably less than the

present rate. Spanish lead, it is stated, may be imported into New York and sold, under the reduced duties, at 3½ cents per pound. The Galena Gazette declares that in this case the mining operations in that district must cease, since lead cannot be made at such a price without loss. In 1842 the remaining duty will be still farther lessened, and the great mining interest of the North West will be left almost without protection from the government.—*Baltimore American.*

It is stated in the St. Louis Mo. Bulletin, of the 28th ult., that the steamer Eagle, from Alton, reports the Illinois river completely closed over with ice. The Missouri is entirely un-navigable from the immense quantity of floating ice. If cold weather should continue a few days longer it is supposed the Mississippi will freeze over at several places between there and the mouth of the Missouri.

Currency of Cuba.

In the following letter addressed to us, our readers will find an able and lucid treatise on the financial system of Cuba.—The writer has resided many years on the island, and is well versed in all that relates to its manners and customs, its statistics, mode of conducting business, and particularly its affairs commercial and financial. Much of new and valuable information may be gathered from his remarks. The style of the letter indicates the man of business whose opinions have been formed, after close, accurate and extensive observation and experience. They are, therefore, entitled to high credit.

HAVANA, NOV. 20, 1839.

You ask of me to give you some information on the state of our currency, emphatically a "hard money" one—and of the mode of doing business here, where the auxiliary to the credit system, a bank does not exist. Also my opinion as to the effect which would follow the introduction of banks in Cuba and whether it is likely to occur.

1st. The currency is of gold and silver only, and composed of royal doubloons at \$17 each—whilst the rebels pass for only \$16—and of all descriptions of silver coin which pass for 1-16, 1-8, 1-4 and 1-2 dollar, according to their weight! no—but their size; thus we are gradually acquiring a stock of your old dimes and half dimes. Years ago, God knows how long, for none can recollect, it became the custom to pay and receive pistareens at 2 rials or 25 cents each, and the coins of Spain of the value of 10 and 5 cents passed in like manner for 1-8 and 1-16 of the dollar—no matter what be the weight of, or the impression on the coin—indeed if worn or beaten perfectly plain, it is all the same thing, so that it be "big" enough for a rial (12½ cts.) and it passes—nay, to show you how utterly ignorant are the mass of petty traders in regard to the real nature of coin—whilst the old, worn and defaced dimes of Spain pass freely for a rial, your new dimes are occasionally objected to because they are not "big" enough! It follows inevitably that the ordinary channels of circulation are filled with a base currency; for the term will, I presume equally apply to an unadulterated coin and to one to which a fictitious value has been given by arbitrary custom. Almost every one who visits the island with a previous knowledge of this fact, will provide himself with so profitable an "exchange," and the utter futility of the laws enacted against its further introduction is shown, in the circumstance that a very large portion of the pistareens in circulation are of the coinage of our present "Royal Mistress," who, bless her little heart, was not born when the law was made!

Not only is the entire circulating medium of the every-day traffic, marketing, &c. composed of these various silver coins, especially the pistareens, but so great has been their increase of late years, that they now enter into every transaction among merchants and others, who handle large sums, occasioning very often disputes and altercations as to the "proportion" to be paid or received, and to make the evil still worse, every one tries to get rid of them; every payer offers first his "pocetas," and thus flooded as we are with them, the quantity is apparently interminable, from the mere eagerness of every one to pass them upon his neighbour; this is done in rouleaux of 68, answering to the royal doubloon of \$17, and in a majority of cases these are not counted. Thus opening the door, by deficient or base pieces, to a wide system of fraud, which would tempt the cupidity of any populace upon earth.

It is equally uncertain, as far as I can ascertain it, when the royal doubloon was made to pass for \$17; but I presume it was done under the erroneous impression that it would prevent its leaving the country; but it is long since such ideas have proved their own fallacy, and that the great regulator "Exchange," has settled all those things in its own way.—Hence, when the public convenience made it absolutely necessary to fix a standard value upon the South American gold coins, that they might enter into the currency of the island, the sagacity of the Intendente (His Excellency the Conde Villanueva), was applied to preventing the further extension of the existing evil, by fixing the value of such doubloons at \$16; and even this is more than their intrinsic worth according to the British standard. Thus we have two descriptions

of gold coins, which causes some little annoyance in paying and receiving; but there is scarcely any risk of loss at present, except from base pieces, which an experienced eye will readily detect.

So much for the present "currency," than which, probably, a more extraordinary one does not exist in any country. Hundreds of thousands of dollars weekly paid in coins at 25 cents, which were issued at 20 cents, and which frequently are not intrinsically worth 18 cents! and enormous amounts of gold coin passing at \$16 and \$17, which are not worth but \$15 50.

No one troubles himself about the matter—it comes as it goes; we receive as we pay; and for those who look out beyond the hour, or the expediency of the time, it does not really signify a rush. If we come here with foreign products to sell, and we are told that the price is \$20 or \$50 for a barrel of flour, we pause to calculate what will be the nett proceeds, and how much exchange it will buy, before deciding whether the nominal price be a good or bad one; and thus it is with every business and trading transaction; provided we can pay away the money for as much as we have received it, we are content; so suffer all the evils of an arbitrary currency to be fastened upon us, taking no heed of the silent workings of a system, (or rather the want of one,) which sooner or later must end in an explosion that will not only involve the holders of the coin in immediate loss, but inevitably create discontent, if not commotion, among a populace but ill prepared to appreciate so violent a change in their circulating medium.

2d. The mode of doing business. It is, I find, an opinion frequently expressed, that business in Havana is entirely transacted with money. Nothing can be more erroneous. The credit system, with few exceptions, is practised at this moment almost to as great an extent as in the United States. Perhaps this may be because there is an immense amount of capital always waiting employment—the one cause may have produced the other. But I have nothing to do with that. I wish only to communicate facts as they exist.

The credit system commences at the custom-house, where one, two, three and four months time is allowed upon the heavy duties upon flour; and the same upon all dry goods, hardware, and crockery, provided the said duties amount to \$1000. On jerked beef the duty is paid on the last day of discharging. All other duties are payable in cash. But it is not exacted on making the entry; you merely hand in a note of your goods, with your signature, and the permit is granted immediately—the demand for the duties being made in regular course, varying from two weeks or two months from the date of entry.

The produce of the island, like your own agricultural products, is generally sold for cash. But even here there are exceptions, for in many instances the sugar crops are bought at short, sometimes at long credits, (by monthly payments,) with or without interest, according to agreement. But I am not aware of credit being given on any other article of produce, unless in rare instances.

Our provision sales on the wharf are heavy, and the greater number of the articles, *cash*; but the heaviest in amount for credit—for instance, flour, almost invariably on a credit, varying from one to five months, according to the amount.—Next in importance, jerked beef, of which the annual sales average one and a half millions of dollars. A cargo usually requires for its sale and discharge, one day for every one hundred quintals; and the payments are made, one half on the day of discharge, and the other half in as many days more—or, in other words, a cargo of 6000 quintals is sold at two and four months:—and lumber is very often sold either for direct notes, or in barter for molasses, deliverable at a future day.

But the heaviest and most uniform credits are given on dry goods, hardware and crockery: these are never sold for cash, although often paid for on delivery, with a deduction of interest on the time agreed for; the credit varies from 3 to 6 and is often extended to 7 and 8 months; more especially during the time when exchange is at its highest, when the dry goods houses are in the end the gainers by giving credits running into the time when exchange on England is at its lowest. If to the immense amount of credits thus raised, you

add a not unfrequent practice of buying exchange either for direct notes, or for those which may exist in one's "porte feuille," you will perceive that we have the credit system engrafted upon us in its full force.

But this is not all. I have mentioned on the credits arising from imports and exchange. The system enters into many, if not all, the every-day transactions of the people.—The planters obtain credit, as well from their factors as from their *iron-mongers*, their grocers, their clothiers, and the whole catalogue of traders who minister to their wants. The country store-keepers, all keep open accounts with the large dealers in Havana, Matanzas, &c.; and it is fair to presume that the ramifications of the "system" are through them still further extended. If we leave the importers and wholesale dealers, and descend to the ordinary retail traffic—the markets, the petty grocers, (bodegas,) the mechanics, labourers, &c.—we find the cash system more generally in use, and long may it continue so; but even here, the "credit system" is gradually acquiring the sanction of custom. Every one can perceive that the credit upon the flour duties extends through all the ramifications of the trade—to the consumers of the bread, who keep weekly, monthly, or even longer accounts with their bakers. It is unnecessary to give further details—suffice it to say, that the example of the baker is insensibly working an influence over other tradesmen, and credit will sooner or later become the practice here, as it is in many other countries.

I have thus endeavored to explain what appeared to you the anomalies of your hard money currency, and to correct the impression you seem to have entertained that we were a cash-dealing people. In doing so, I have scarcely ventured to give opinions, but have started *facts* that cannot be without interest to any one acquainted with the island of Cuba and its vast trade and commerce—the latter fully equalling one-fifth of the United States in the time of its greatest expansion of business.

But as it regards banks, I could but give you opinions, which would be of interest to no one; and would, perhaps, be judged of in the United States according to the political bias of the reader. As to the probability of such institutions being established here, I am unprepared to answer you: some English capitalists have long talked of doing something in that way, but their applications to the government of Spain for authority, have invariably been met with such onerous terms, that the projects have been abandoned. Why, then, you will ask, do not the great capitalists of the place combine, and form one of their own? Simply, because people, in a state of colonial vassalage, never will enter into schemes which deprives them of the immediate control of their own funds; and although an immense amount of capital is employed in private discounting through brokers, there are those who will not even do this, but keep enormous sums lying idle, because they themselves have no use for it.

At the close of the year I will furnish you with some statistics of the island; meanwhile, I am, with regard,

Yours, &c.,

P. S. Nov. 23d.—The explosion in regard to the currency is likely to occur speedily. Very recently, a merchant tendered to another a large sum of money with 30 per cent. in pistareens; it was refused—came before the "Consulado," which sanctioned the refusal—an appeal taken to the "Real Audiencia," which reversed this decision, and the "pocketas" were received. Now, to-day, the officers of the government, holding the acceptance of one of the most respectable houses in the place for \$30,000, call for payment—the money was tendered (one-fourth in *pepetas*), but refused, and the bill protested, under a counter-protest from the acceptors! The crisis is approaching—the explosion is at hand, and, since it must come, the sooner the better.—*N. O. Commercial Bulletin.*

The bill for the relief of the Banks of Virginia, which had previously passed the House of Delegates of that State, also passed the Senate on Tuesday with an amendment, requiring the Banks to pay to persons applying, for *purposes of change*, ten dollars in specie. The Banks are required to pay the interest of the state debt in specie.—*Balt. Amer.*

Canal across the Isthmus of Darien.

To the Editors of the *N. Y. Signal*:

Perceiving in your number of yesterday, that a petition for a canal from the Atlantic to the Pacific, was at your desk for signatures, I would inform you that there now exists a treaty between the Central American Government and the King of the Netherlands for the cutting of a canal from the Atlantic to the Pacific, via the river San Juan and Lake Nicaragua, and for some months past, Mr. Bailey and some practical engineers have been surveying the route. Although some years may elapse prior to its completion, still little doubt exists it will ultimately be done.

We are well aware that negotiations have been partially instituted between the government of Central America and King of the Netherlands; but no definite contract has yet been effected, and the matter is undoubtedly open to the negotiation of the United States.

Certain it is, that no actual operations have yet been commenced; and even should the government of Central America have concluded a bargain with the King of the Netherlands, still we may do something with Guatemala upon more favourable terms.

The circumstance alluded to by our correspondent should be only an additional inducement to our government to stir in this affair immediately. Certain we are, that the people of this country are mainly in favour of this measure. A large number of citizens have spontaneously come forward to sign the memorial to Congress, to be seen at our office. If it be indeed true that the King of the Netherlands is moving in this enterprise, the more it is incumbent upon our government instantly to adopt measures by which the advantages of the project shall be secured to the United States.

STATE BANK OF ILLINOIS.

Upon the first of November, the State Bank of Illinois had the following resources:

Bills Discounted,	\$2,767,000	
Bills of Exchange,	740,000	
Loans on real estate,	445,000	3,952,000
Real Estate,		70,000
Due by other Banks,		455,000
Due by the State of Illinois,		142,000
State Stocks,		2,465,000
Specie,	\$555,000	
Notes of other Banks,	170,000	745,000
Total resources of the Bank,		\$7,829,000

Her liabilities upon the same day stood as follows:—

Amount borrowed to constitute the "Real Estate fund," \$200,000 of which is not payable for rising of 16 years to come,	\$450,000	
Due to other Banks,	76,000	
Due to the Treasury of the U. S. Canal Comr's and individuals,	706,000	
Notes in circulation,	2,602,000	\$3,824,000
Balance due the Bank over and above her liabilities,		\$3,095,000
		<i>St. Louis Bulletin.</i>

Singular.—A pine tree, about forty feet in length, and covered with great branch-bills and barnacles, a few weeks since drifted into Dover Harbor, in the English channel, and was towed into that port. It is supposed to have been parted from the American shore by a hurricane, and borne on its long voyage across the Atlantic by the tidal action of the waves.

By Act of Parliament, all outward bound vessels are ordered to carry post letter bags to any part of the world to which they may be going, if required to do so. Penalty, £200, to be recovered by the Post Office.

From the Natchez Daily Courier.

THE SUMMER OF 1839.

The drought which has prevailed during the summer of 1839, including September and October, in many districts of Mississippi will long be remembered. The showers that have fallen, have been very partial; and while one plantation has been refreshed by a brief rain, others adjoining have had none. In many places in Adams county, the corn has been cut off from a third to one half. Ponds scarcely ever known to fail before, dried up at mid-summer, and planters have been compelled to drive their stock miles to water courses, or haul water for plantation use. Opinions as to wet or dry seasons, or as to the degrees of heat or cold, unless corroborated by the rain gauge or thermometer, are very apt to be incorrect; and the season, least remarkable by reason of any of these phenomena, is frequently pronounced to be the wettest or driest, the coldest or hottest, "ever known by the oldest inhabitant."

One fact however, distinguishes the summer of 1839. It is the drying up of the lakes in the Mississippi swamp—at least in that portion of it in Adams county, extending from below Natchez to Ellis' Cliffs, north and south, and from the highlands of St. Catharine creek to the Mississippi river, east and west. This occurrence, so far as the writer's inquiries extend, is unexampled, and is at least a striking proof of severe drought. In company with a friend, on a hunting excursion of a day or two, in the last week in September, we visited several of these lakes. They are almost entirely dry, and can be crossed any where on horseback—They form beautiful meadows of various extent, from one to two hundred yards in width, and from half a mile to two miles in length, covered with luxuriant and tender grass.

The myriads of fish that once swarmed in these lakes, have all perished. As the water recedes to the centre, they naturally crowd to that point, and as these reservoirs fall also, the eagles and vultures and fish eating vermin of all kinds, flock in vast numbers, to such a feast, as is seldom spread to them. In the deeper and larger lakes, a few inches of water were found in the centre, not sufficient to cover the dying fish, and stained with blood drawn from them by the talons of their ever vigilant and insatiable foes. The remains of those that were dying and bleaching in the sun, covered large spaces, and presented to the eye an appearance, to use the words of an old hunter, "like leaves after a frost."

These lakes, have, for "time, whereof the memory of man runneth not to the contrary," been the habitation of numerous species of fish from the grim garr, that shark of these fresh waters, to the diminutive pan-fish. The winter rains will again restore water to their basins, but another great overflow of the Mississippi can alone supply them with their ordinary inhabitants. Even the amphibious alligator will have small temptations to return to them; for his usual supply of provision has failed. At present they are covered with an exuberant coat of grass, without any object to interfere with the view, extending, in some of them, almost as far as the eye can reach. Upon these meadows the cattle and horses find a plentiful subsistence; and the venison of this season is uncommonly fat and delicate, owing to the superabundance of pasturage.

It will suggest itself to the mind of a medical man that millions of fish, thus perishing, and corrupting, must affect the atmosphere. Such is the fact; and before reaching the open bed of the lakes, the effluvia becomes extremely offensive, indeed it requires stout nerves, and an immoveable stomach to encounter a thorough investigation.

Such an atmosphere, pervading a neighborhood, or town, where epidemic fever prevailed, would probably, and naturally be looked to, as a sufficient exciting cause. The extent, to which effluvia so powerful might affect the air, cannot be determined by the sense of smell alone: and it is probable that the particles in a greater or less state of dilution, are carried for many miles from the centre. It does not appear, however, that the nearest inhabitants have experienced any ill effects; indeed, the fishermen, the stock drovers, and hunters of whom we can judge by observation,

and who are frequently, perhaps daily, within the perceptible influence of this extensive corruption, present the appearance of robust health.

These facts may perhaps be usefully preserved: and it is with this view that a note has been made of them for the Courier, by

A SUBSCRIBER.

Adams County, 1st Oct. 1839.

Important legal decision.—The Cincinnati Gazette contains a notice of the decision of a case at Columbus, Ohio, which attracted much attention on account of the principles involved. The facts were briefly these:

Paddleford wrote to the Cashier of the bank, inquiring if they would discount a note with his and other names mentioned, payable east 6 or 8 months. The Cashier replied, that the bank was not discounting, but his bill with the names mentioned for \$5.00 at 6 months, payable in New York, Philadelphia or Baltimore, would be purchased at their usual rates, and the proceeds paid in their own bills, if intended for circulation or in a check east at the usual premium; and he endorsed a printed blank form of a bill. Paddleford and the other person signed the blank paper filled up only with the sum, and he sent it to the cashier in a letter, requesting him to remit the proceeds to him in an eastern check, less the premium. The paper was received at the bank, and filled up with the name of their own correspondent in New York, the cashier of the bank as a drawee, in their own favour. The drawer never had funds in his hands. Deducting the interest for 6 months and 4 days, and 1 per cent. they remitted him the nett proceeds in a check on New York, less 1½ per cent. premium, and ordered a notice of the drawee, and of the time and place of payment, which were duly received.

The charter of the bank prohibits them from taking more than at the rate of six per cent. per annum on their loans or discounts. The defendants, the securities, (Paddleford not having been served with process,) set up as a defence, that this bill was discounted at a higher rate than 6 per cent. per annum, and therefore was against the charter, unlawful and void. The bank claimed that the bill was fairly purchased in the market, and that 1 per cent. was retained as exchange. The court instructed the jury that the bank could buy and sell exchange at any fair rate agreed upon, without violating its charter; and if the transaction before them was a real purchase of a bill and per cent. exchange and interest off, the bank could recover, but if the intention was to get a greater compensation for the use of the money than at the rate of 6 per cent. per annum, and the form of the bill was resorted to to cover up that design, then the contract was unlawful, and the defendants must have a verdict; that the jury should be governed by the real transaction, no matter what form it assumed.

This decision seems to cut up by the roots, the business of discounting fictitious bills of exchange by banks similarly restricted, merely for the purpose of exacting high interest under the name of exchange.

We congratulate the lovers of tropical fruits on the arrival of the Natchez; as she had a run of only 79 hours from the Moro to the Balize, they will enjoy this luxury in all its freshness. Among the cargo, we also remark:

600	doublons	Espeynols,	to Stetson & Avery.
200	do	do	Schmidt & Hamilton.
240	do	do	F. Tio.

☞ The UNITED STATES COMMERCIAL AND STATISTICAL REGISTER, is published every Wednesday, at No. 79 Dock street. The price to subscribers is Five Dollars per annum, payable on the 1st of January of each year. No subscription received for less than a year.—Subscribers out of the principal cities to pay in advance.

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EDITED BY SAMUEL HAZARD.

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Finances of South Carolina.

Report of the Comptroller General of the Legislature of S. Carolina, Nov. 1839.

To the Honourable the Speaker and other Members of the House of Representatives :

The comptroller general respectfully submits, for the consideration of your honourable house, the following exhibits and reports.

No. 1, shows the receipts and payments at the treasury of the Lower Division, between the last day of September, 1838, and the first day of October, 1839, leaving on that day a balance of \$91,441 22, in deposit in the bank of the State of South Carolina.

No. 2, is a like exhibit from the treasury of the Upper Division, leaving on the 1st day of October, 1839, a balance of \$21,646 46, in deposit in the branch of the bank of the State of South Carolina, at Columbia.

No. 3, is an exhibit of the taxes of the Lower Division, showing, in a particular manner, the whole amount of taxable property in each parish and district.

No. 4, is a similar exhibit of the Upper Division.

No. 5, is a particular statement of the debts and credits of the State, by which it will be seen, that the balance in favour of the State is \$591,586 40, exclusive of \$54,985 28, being balances due by former treasurers, sheriffs, tax collectors and others; and are considered doubtful or lost, the parties being either dead, removed from the State or insolvent.

No. 6, is an estimate of supplies, required for the support of government, for the year 1840, amounting to \$280,720, which added to the undrawn balances of existing appropriations, \$103,739 25, make \$384,459 25, to meet the payment of which, the balance in the treasuries on the 1st October, 1839, was 113,087 68, and the taxes to be collected the ensuing year, at the present rates, will produce about the sum of \$290,000, these together, will leave a surplus in treasuries on the 1st of October, 1840, of about \$13,000. But, as between that day, and the 1st of June, 1841, (during which time there are very few receipts into the treasuries, the taxes for 1840 not being paid into the Treasury, until June, 1841,) there will be required, during that period, for the support of government, the sum of \$173,693, as will appear by the estimate made in this exhibit—showing that there will be on the 1st of June, 1841, a deficiency in the treasuries of about \$160,000.

No. 7, are monthly reports and vouchers from the treasury of the Lower Division, from which, the exhibit No. 1, is founded.

No. 8, are similar reports and vouchers from the treasurer of the Upper Division, upon which the exhibit No. 2 is founded.

No. 9, is a report from the treasurer of the Lower Division of the Sinking Fund.

No. 10, is an exhibit of the average taxes for 10 years, which together with population, will form the basis of representation for the ensuing 10 years.

To provide for the deficiency in the revenue alluded to in exhibit No. 6, it becomes necessary to make some increase of taxation by the tax bill of the present year. This, fortunately, may be done on one of the subjects of taxation, so as not to prove burthensome to the citizen, and at the same time to promote the equality of taxation.

In the year 1783, the tax on lands was 4s. 8d. on every 100

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acres of land, without regard to quality. In 1784, a classification of the lands of the State, having regard to their then supposed value, was established, and taxes imposed on them accordingly, and this has been adhered to ever since. Although, in its origin, this system may have operated fairly, it is now the most unequal that can be established. The classification was made fifty-five years ago, when indigo was a staple agricultural production of the state, and before the extended culture of cotton as a staple, and when a large portion of the lands of the upper parts of the state were unsettled, and their qualities undeveloped. The change, which the introduction of the cotton culture into this state has produced, is familiar to every one. Lands, which previously had been valueless, have become extremely valuable. The lands, which then were not worth more than from \$1 to 4 per acre, would now bring from 60 to \$100 per acre; and on the other hand, some that were worth from \$4 to 10 per acre, would not now bring 50 cents. The principle of taxation was equality of burthen on every class; but this principle has been lost in the changes which have occurred in the face of the State, and its agriculture and that classification is no longer reasonable or fair; but, on the contrary, exceedingly unequal and unjust, as the foundation of a system of taxation. When the present classification was established, professions, stock in trade, lots in towns, villages, and lands all paid an equal *ad valorem* tax on every \$100—one half of the tax paid upon a slave. This has subsequently been altered, so as to render the tax still more unequal; for the tax upon professions, and upon stock in trade is now upon each \$100; the same as the tax upon a slave, and twice as much as that laid upon lots in towns and villages; and upon lands at their assessed value. But the levying the taxes according to the classification upon an imaginary estimate of the value of certain lands, which is far below their real value while they are levied on the actual value of lots in towns and villages, has occasioned palpable instances of its most unequal operation. The parishes of St. Philip's and St. Michael's pay a larger tax on real estate than the aggregate tax on lands in all the other parishes and districts in the State. The taxes on the town lots in Columbia amount to within a small sum of the taxes paid on the whole of the lands in the districts of Richland, Lexington, Kershaw and Fairfield; and in Richland district, 3,870 acres of land, upon which 168 slaves are employed, worth not less than \$10 per acre, are returned at 20 cents per acre, paying a tax of only \$2 32—while a half acre of land in the town of Columbia, with a small house thereon, valued at 800, pays a tax of \$2 40.—The taxes on lands, therefore, being not only unequally assessed, but much lower than, and more unequal in regard to, the taxes on other subjects of taxation, I respectfully suggest to your consideration, the propriety of repealing the present classification of lands; and instead of the present tax of 30 cents on every 100 of its imaginary assessed value, impose a tax of 15 cents on every \$100 of the actual cash value, to be ascertained by the return on oath of the owner. This alteration in the mode of levying the tax on lands, will create a sufficient increase in the taxes, to provide for the gradual reduction of the deficiency in the revenue before alluded to, without disturbing the taxes upon any of the other subjects of taxation. But should your honourable body deem it inexpedient to look to the lands of the State to meet this deficiency, then it will become necessary to increase the taxes on other subjects of taxation, which are believed to be already suffi-

ciently high, resort to a loan, or otherwise the bank of the State of South Carolina would be obliged to make good the deficiency. This last measure, it is apprehended, might and most probably would, greatly derange its operations—curtail its profits—and by compelling contractions, at a period of unexampled difficulty, add greatly to the embarrassments, which already are pressing so heavily on all classes of the industry, and every pursuit in the State.

The suspension of the payments of specie, in discharge of their obligations, by a part of the banks of this State, presents an occasion for some reflections. The preservation of a sound convertible currency, is an object of the greatest importance to all classes, and is perhaps, essential to the maintenance of our credit at home and abroad. Suspensions of cash payments by our banks, are in direct violation of this fundamental policy, whether produced by their own indiscretions, or by the conduct of similar institutions in other States and countries whether the sin of their own commission, or the vice of the banking system generally, they equally tend to demoralize the people, to depreciate the currency, and to embarrass the prosperity of the State. We cannot forget that we in South Carolina, occupy a middle position in the Union, and lying between the two extremes are liable to a cross fire from each. No serious derangement at either point could fail to produce some effect upon us, and our banks will always be the first to feel the derangements. When they come suddenly, in such imposing and threatening aspects as they assumed in 1837; no one will wonder that our banks should be unable to stand up alone and unassisted, sustained cash payments. In 1839 the crisis did not come on without warning, and it seems to be agreed now, that the suspension might have been avoided, by union and a good understanding between the banks. A part, however, yielded to the panic, and it perhaps, presents the most fitting occasion that will ever be presented, for carrying into operation such provisions as may reform errors and prevent abuses hereafter. The past is irremediable, useful only as exposing what should be avoided for the future. It does not seem to me either necessary, or perhaps politic, to institute punishments and penalties on the banks, while it is eminently proper, that the public should be protected against injury, and the people put on equal terms with the banks.—Whether the banks have forfeited their charters by suspending cash payments, is a question on which opinions are much divided. It does not seem to me advisable, now to moot this question, but rather that it should be reserved, to enforce the performance of their high duties, should they decline to accept such amendments to their charters, as your honourable body may deem advisable. It is believed that some enactment should be made, amendatory of all the bank charters, which should contain clauses, providing first, that whenever any bank suspends specie payments, every note in circulation shall bear interest, at the rate of 7 per cent. until the day of resumption; secondly, no such bank shall make or declare any dividends, during the period of suspension, but that all profits made during that period shall be returned upon oath of the President, to the comptroller general and paid into the treasury of the State, where it shall remain as a fund to redeem and pay the liabilities of said bank, should it ever fail; third, that the notes of such bank should be refused in payment of taxes and other public dues; fourth, that during suspension, such banks shall not increase their issues, and shall publish once a week, in the nearest public newspaper, a full and accurate statement of its affairs, showing its capital paid in, specie in its vaults, circulation, loans, discounts, deposits, and other liabilities; and fifth, that each bank shall each year, on the 1st of October, make a full return of its affairs in like manner, to the Governor to be laid before the legislature. A provision should be added, that such amendments shall be considered as accepted by each bank in this State, which shall not express in writing to the comptroller general its refusal to accede to the same, on or before the 1st day of February next; and in case any bank, which has suspended cash payments, shall so refuse to accept such provisions as amendments of its charter, that then it shall be the duty of the attorney general, upon being notified thereof by the comptroller general, to institute proceedings to vacate the charters of such banks, and compel it to close its business.

Under the provisions of the act of the last session, two instalments of twelve and a half dollars each, on 10,000 shares, subscribed for the State in the S. W. Railroad Bank, amounting to \$250,000 has been paid. \$50,000 was raised by the bonus of the Bank of Charleston for its increase of capital, and \$200,000 was paid by the delivery of 5 per cent. stock as directed by the same act. The dividends of 1st July last on these 10,000 shares, amounted to \$5,000. No provision having been made for the payment of the interest on the \$200,000 of stock, all of which was taken and is held by the bank, that institution retained \$2,816 80 out of the dividends on that account. The remaining \$2,183 20 was left on deposit in the same bank, upon an interest of 4 per cent. This, or any larger sum, could have been loaned at an interest of 5 per cent. payable quarterly, to the Charleston Trust and Insurance Company, but the act required the deposit to be made in that bank, and, of course, left no discretion to the comptroller. As no provision has been made by law for the payment of the interest or principal of the stock already issued, and which may hereafter be issued under the aforesaid act of the last session, I respectfully suggest that the dividends, hereafter accruing from these shares, should be constituted a sinking fund for the payment first of the interest, and next for the principal. That said fund should be under the control of commissioners, who shall be empowered to place it with such bank or trust company, or invest it in such safe stock as they may judge most advantageous to the State, and that they also be empowered, whenever the same can be done, to purchase the principal of said stock to the extent of the funds in their hands, provided the same shall not be purchased at a price above par.

WM. ED. HAYNE, Comp. General.

Columbia, 25th November, 1839.

An exhibit of receipts and payments at the Treasury of the Lower Division, between the 30th September, 1838, and October 1st, 1839.

RECEIPTS.

Balance of cash in Treasury, 1st October, 1838,		\$103,165 10
General taxes for 1838,	\$148,498 26	
do do 1837,	2,108 93	
Arrears of taxes,	1,945 34	
		152,552 53
Received of G. Walker, late superintendent P. W. for tolls	1,664 81	
From do. unexpended for Vance's creek,	1,000 00	
From do do for Columbia canal,	735 19	
		3,500 00
Bonus from Bank of Charleston, for increase of capital,	50,000 00	
do from Bank of Hamburg, for do	5,000 00	
		55,000 00
Interest on arrears of taxes,	480 88	
Div. on 10,000 railroad shares,	3,000 00	
		3,480 88
Sales of Brevard's Digest,	52 03	
do of Maps of the State,	124 71	
Fines recovered by D. Horlbeck, Q. U.	24 26	
Ins. S. Carolina college buildings refunded,	350 47	
		551 47
		\$318,249 98

PAYMENTS.

Salaries of public officers,	20,602 71	
Legislature certificates,	81 00	
Jurors and constable's do	8,136 00	
Arsenal and magazine guard, deficiency in 1838,	1,000 00	
do maintenance for 1839,	19,000 00	
Contingent expenses, tax blanks, &c.	475 19	
Contingent accounts, L. Division,	7,571 02	
		56,805 92

Transient poor, Charleston, -	4,500 00	
do Georgetown, def. 1838, -	392 78	
do do for 1839, -	400 00	
Free schools, -	13,702 03	
Insurance of the South Carolina college buildings, -	698 04	
Enforcing quarantine laws, -	1,000 00	
Pilotage and bar at Georgetown, -	320 00	
Ferry at Elliott's cut, -	200 00	
Annuities, -	578 33	21,789 18
Public buildings, Beaufort district, -	4,057 74	
Opening Saltcatcher river, on account, -	5,000 00	
do Lake Swamp, on account, -	1,000 00	
do Black Mingo creek on account, -	895 00	10,952 74
Repairs to Senate Chamber, -	6,500 00	
Appropriation for robes, carpet, lamps, &c. -	2,500 00	
Insurance of state house, -	200 00	
Appropriation in favour of O. L. Dobson, -	824 98	
do for Robt. Mills, for District Map, -	2,000 00	
Wm. Riley for Brevard's Reports, -	1,440 00	
Wm. Rice for index to reports Court of Ap. -	1,200 00	14,664 98
Library, &c. for Court of Appeals, -	350 00	
Military contingencies (in part), -	1,000 00	
For artillery companies, -	100 00	
In part, repairing arms, -	1,500 00	
Appropriation for purchase of arms, -	2,847 84	
In part, for taking the census, -	215 00	
In part, to sub. 10,000 shares in the S. W. R. Bank, -	50,000 00	56,012 84
Copying tax returns, -	200 00	
Legislative library, -	15 00	
C. S. Strohecker's claim, -	18 38	
Interest on three per cent. stock, -	5,749 72	
do on stock issued to Mrs. Randolph, -	600 00	6,583 10
Transferred to the Columbia Treas. -	60,000 00	
Balance of cash Sept. 30th, 1839, -	91,441 22	151,441 22
		318,249 98

WM. ED. HAYNE, Comp. General.

Comptroller General's Office,
Charleston, Oct. 1st, 1839. }

An exhibit of the receipts and payments at the Treasury of the Upper Division between September 30th, 1838, and October 1st, 1839.

RECEIPTS.

Balance in the Treasury, 1st October, 1838, -	69,748 78	
Arrears of general taxes, -	1,178 74	
General taxes of 1837, -	1,725 55	
do do 1838, -	131,858 39	134,762 68
From Hamilton and Kerringham for lots sold in Hamburg, -	743 84	
Interest received on arrears of taxes, -	797 84	
Refunded by G. Walker for maps of the state, -	2 72	
Received from do. for tolls, -	856 10	
From W. Murrow, late sheriff, for fugitive slave sold, -	401 85	
Transferred from the Charleston Treasury, -	60,000 00	267,313 31

PAYMENTS.

Salaries of public officers, -	49,287 50
Legislative certificates, -	14,701 80
Contingent expenses—Columbia	

Treasury, -	1,378 62	
Public printing by Pemberton and others, -	3,899 50	
Jurors and constable's certificates, -	16,977 50	
Governor's house rent, -	300 00	
Annuities, -	5,030 00	91,574 92
Free schools, -	24,566 54	
South Carolina college—salaries and library, -	21,700 00	
For Orphan at college, -	400 00	
Education of deaf and dumb on account, -	1,250 00	47,916 54
Deficiency in contingent fund for 1838, -	1,317 34	
Contingent fund for 1839, -	7,000 00	
Contingent accounts, (Upper Division,) -	16,415 93	
Appropriation for military contingencies on account, -	4,000 00	
For artillery companies, -	25 00	
Arsenal and magazine—guard at Columbia, -	10,000 00	39,758 29
Cleaning Columbia canal, -	1,995 00	
Vance's Causey, in part, -	10,000 00	
Opening Lynch's creek in part, -	1,000 00	
Lockhart's shoal canal do -	1,199 50	14,194 50
Public buildings—Edgesfield in full, -	5,000 00	
do Lexington on account, -	4,166 66	
do Fairfield in full, -	3,500 00	
do Darlington on ac't. -	3,000 00	
do Sumpter on account, -	1,666 66	
Erecting Magazine, &c. at arsenal Columbia, bal. -	800 00	
Erecting a new building at do -	4,000 00	
For library and consultation room Columbia, -	1,000 00	23,133 32
In part for taking the census, -	5,984 00	
On account of publishing statutes at large, -	3,826 67	
Support of paupers at Lunatic Asylum, -	302 54	
Claims passed in 1838, -	3,283 21	
On account of claims of the Florida volunteers, -	3,676 50	
On account of South Carolina college buildings, -	11,986 38	
For legislative library, -	30 00	29,089 80
Balance of cash in Treasury, September 30, 1839, -		21,646 46
		267,313 31

WM. ED. HAYNE, Comp. General.

Office of Comptroller General,
Charleston, October 1, 1839. }

The Treasurer of the Lower Division reports to the Comptroller General respecting the Sinking Fund, viz :

That the balance in favour of the State, for the fiscal year, ending on the 30th Sept. 1838, as reported at the last session of the Legislature, to the credit of the Sinking Fund was 824,838 38

Out of which, between the 1st October, 1838, and the 1st October, 1839, the Treasurer has paid by drafts drawn in conformity of the act for creating the Sinking Fund to the stockholders for interest due on the six and five per cent. stocks of the State the sum of 86,774 99

738,058 39

In addition to which the bank of the state of South Carolina, did, on this day pass to the credit of the Sinking Fund, two hundred and ten thousand dollars for the profits of that Institution, for the fiscal year ending 30th September, 1839,

210,000 00

948,058 39

Leaving a balance in favour of the Sinking Fund of nine hundred and forty-eight thousand and fifty-eight dollars and thirty-nine cents.

WM. LAVAL, Treasurer.

State Treasurer's Office,
Charleston, Nov. 4, 1839.

Condensed statement of the condition of the Banks of South Carolina, as returned to His Excellency the Governor, November, 1839.

LIABILITIES.

Capital, - - -	\$11,598,491 71	
Circulation, - - -	4,041,123 17	
Deposits, - - -	2,277,260 12	
Due banks, - - -	25,603 89	
Due State Treasury, - - -	2,763,974 47	
Profits, - - -	1,197,385 03	\$21,903,838 39

ASSETS.

Loans, - - -	18,058,374 18	
Stocks, - - -	1,682,713 67	
Real estate, - - -	307,206 98	
Specie, - - -	1,855,543 56	21,903,838 39

Condensed statement of the five country banks of South Carolina, November, 1839.

LIABILITIES.

Capital, - - -	2,154,440 75	
Circulation, - - -	1,682,811 00	
Deposits, - - -	198,219 02	
Profits, - - -	126,479 98	4,149,950 75

ASSETS.

Notes and bonds, - - -	2,467,586 65	
Exchange, - - -	1,046,313 41	
Due by other banks, - - -	96,655 09	
Specie, - - -	508,719 06	
Real estate, - - -	40,676 54	4,149,950 75

Condensed statement of the Banks of Charleston, excluding the bank of the State of South Carolina, 1839.

LIABILITIES.

Capital, - - -	8,287,732 48	
Circulation, - - -	1,834,705 17	
Deposits, - - -	1,579,920 47	
Due other banks, - - -	120,251 39	
Profits, - - -	858,905 05	12,681,414 66

ASSETS.

Notes and bonds, - - -	8,676,079 70	
Exchange, - - -	1,665,888 00	
Stocks, - - -	1,071,348 22	
Real estate, - - -	212,454 64	
Specie, - - -	1,065,644 10	12,681,414 66

Indian Relics in New Jersey.—The Woodbury, (Gloucester co.) Herald of the 3d inst. says:

Some men, while digging for marl a few days since on Mr. Benjamin Colson's farm, near Racoon creek, in this county, found the skeletons of three Indians. Some of the bones were in a state of preservation, and some mouldered to dust on being exposed to the air. They were found about 2½ feet below the surface of the ground, and 4½ feet apart. With them were found 2 pieces of gold coin, dated 1666, 6 rings, and 3 strings of beads.

SINGULAR ADVENTURES.

Some time since we copied from an exchange paper an account of the eventful life of Capt. Gilbert Y. Francis, of Virginia. The Old Dominion never goes single handed in any thing, heroes, philosophers, or adventurers—and we find in a late number of the Alexandria Gazette an account of another Virginian, whose adventures are no less remarkable than those of Francis. His name is William James Anderson. In 1799, he left Loudon, his native county, and went to Winchester, where he was hired by a gentleman, named Johnston, to go with him to Pittsburg, where Johnston purchased several flat boats, and a keel boat, and loaded them with flour, bacon and whiskey; from whence they descended to New Orleans. Arriving in that city, he sold and bartered his produce, and purchased a brig of ten guns, in company with Benjamin Morgan, and sailed on a trading voyage to South America. They touched and traded at Rio de Janeiro, and proceeded round the Cape of Good Hope to Mocha near the mouth of the Red Sea.—From thence they sailed to Surat and Bombay, in India, along the coast of Arabia; and when off the mouth of the Gulf of Persia, whilst laying at anchor, Johnston himself, and Johnston's negro servant, went on an island to hunt, and were soon after taken by the Arabs, and carried to Muscat, in Arabia, and sold at the market place, as slaves. They were purchased by men, engaged in trade across the desert of Arabia to Egypt.

They served several years as camel drivers, and guards between Cairo, Muscat, Bagdad, Jerusalem, Damascus, Aleppo, Ispahan, and Surat, and were finally released, and entered the Persian Army, which they left, after acquiring promotion, and proceeded to Delhi, and entered the service of the great Mogul, in whose service they were made Generals of Division, and served under Holkar at the battle of Boadepour, when Holkar was defeated by General Malcom and his army dispersed. Anderson commanded a reserved corps of 18,000 men, and had in charge the family of Holkar.—Johnston fell in the action, and was thrown into a well; the last time Anderson saw him; he upbraided Anderson with cowardice. Johnston's servant was taken, together with Anderson, and carried to Calcutta from whence he was sent to England, to be tried as an Englishman found in arms against his country. The Consul, Mr. Beaseley, at London, interfered and had him released and sent to the United States.

Anderson, after remaining at Baltimore a few months, being destitute of means, shipped as a sailor to the West Indies, where he was occupied for a long time in the turtle trade from the Keys to Kingston, Jamaica. He shipped, at last, on board a vessel, and found himself among a gang of pirates that infested the Coast of Cuba for several years. He was put on board a vessel loaded with wines, and a storm coming on, he was cast away at the mouth of the Sabine river, from whence he went to the plantation of Mr. Wykoff, and where he remained as a stock-minder and sub-overseer, until some extraordinary misfortunes in the family caused the discharge of all the hired domestics. He went home to Natchez, where the yellow fever was raging, and was near dying with it. Soon after, he enlisted, and was sent to his regiment, where he was discharged, (being over age and otherwise infirm,) and put out for Texas. It is said he is still living, at an advanced age. An ingenious book-maker might make rare capital out of his adventures.—*N. Y. Whig.*

An Earthquake.—By the North Alabamian of the 18th ult. we learn that a severe shock of an earthquake was felt at that place on the 13th, about the break of day.

Stages for Ohio.—Last Wednesday, four superb Stage Coaches, each drawn by six noble horses, passed through town, on their way to Columbus, Ohio. They were from Worcester and formerly were running between that town and Boston, and also on the Norwich road, both of which are rendered comparatively useless for Stages in consequence of the Railroads.—*Northampton (Mass.) Courier.*

From the Boston Mercantile Journal.

Small Pox in the City.—We are gratified in being able to lay before our readers the following report of the Boston Medical Association, on the late prevalence of small pox in this city. It is a most satisfactory document, as it exhibits in a strong point of view the protective efficacy of vaccination, notwithstanding the few cases of disease which are not wholly averted by that precaution. We understand that the disease is subsiding in this city, and that the present number of cases is small.

SMALL POX.

At an adjourned meeting of the Boston Medical Association, held at the Medical College, December 12th, 1839—the Committee appointed at the meeting of the Association, held last week, to inquire into the character and extent of the small pox and varioloid now existing in this city,

REPORT:

That in the execution of their commission they have addressed a circular letter to every practitioner of medicine known to them in Boston, inclusive of South and East Boston, presenting to them certain inquiries in a printed tabular form, to which inquiries immediate answers were solicited.

These inquiries related to the name and residence of all patients affected with the disease, who had come under the care of each physician respectively, together with their place of birth, age, occupation, the question of previous small pox or vaccination in the individual, the character and event of the disease, and the effect of exposure on the inmates of the same dwellings. To obtain answers to these inquiries, personal application was made when necessary, so that a return, it is believed, has been obtained from every medical practitioner in the city. From these returns it appears that the disease has been seen and attended by somewhat less than half of the physicians now practising in the city, the majority having met with no cases in their practice.

The committee have proceeded to analyze these returns and reduce them to a tabular form. From the result of this analysis it appears that the whole number of cases known to the physicians of Boston during the present epidemic, and up to December 9th, is two hundred and forty-eight, as follows:

Males, - - - - -	115
Females, - - - - -	121
Sex not stated, - - - - -	12

Total, 248

In regard to their place of birth, it appears that there were	
Native, - - - - -	184
Irish, - - - - -	13
Other foreigners, - - - - -	50
Unknown, - - - - -	1

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The extent of the disease in different sections of the city is as follows:—

Eastern Section, - - - - -	9 cases
Northern do - - - - -	144
Central do - - - - -	7
Western do - - - - -	60
Southern do - - - - -	13
South Boston, - - - - -	18
Unknown, - - - - -	2

248

The ages are as follows:—

Under 2 years, - - - - -	10
Between 2 and 10 years, - - - - -	44
do 10 and 20, - - - - -	49
do 20 and 40, - - - - -	101
Over 40, - - - - -	34
Unknown, - - - - -	10

248

In regard to occupations and condition, there were

Labourers, &c - - - - -	27
Mechanics, - - - - -	32
Merchants, traders and professional, - - - - -	22

Domestics, - - - - -	28
Others, including children, - - - - -	114
Unknown, - - - - -	25

248

In regard to previous protective diseases, there

Had had previous small pox, - - - - -	13
Vaccinated once, - - - - -	149
Vaccinated twice, - - - - -	18
Vaccinated more than twice, - - - - -	1
Never had small pox nor vaccination, - - - - -	55
Unknown, - - - - -	12

248

In those vaccinated the time which had elapsed since vaccination was

Less than 1 year in - - - - -	16
1 to 5 years, - - - - -	23
5 to 10 " - - - - -	18
10 to 20 " - - - - -	34
More than 20 years, - - - - -	43
Unknown, - - - - -	34

168

The causes to which the patients attributed their disease, were

Direct communication with the sick, - - - - -	127
Supposed conveyance of contagion by another, - - - - -	1
Unknown, - - - - -	120

248

In regard to the character and severity of the disease, the following are the results:

Varioloid, or slight disease, - - - - -	145
Small pox, or severe disease, not fatal, - - - - -	52
Small pox, fatal, - - - - -	22
Character not stated, - - - - -	29

248

An inquiry was further made by the committee into the number of persons who were exposed to take the disease by residence and direct communication with the sick, and also of those who actually took it from such exposure. The returns on this head were made by only a part of the physicians applied to, but will serve to throw some light on the proportion of cases:

Persons reported as exposed as above, - - - - -	1502
Number of these who took the disease, - - - - -	64

which is about one in twenty-three.

The committee think it necessary further to state, that a few of the foregoing cases are supposed to be repetitions, in consequence of the same patients having been attended in different periods of their illness by different physicians. They have further to add, that in a separate report obtained from the resident physician of the city, 76 cases are given, a large portion of which were transferred to his care by other physicians, and of course included in the previous part of this report. As the names are not given in his return, the committee are not able to decide on the identity of the patients, but if one half of them be considered as additional cases, it will make the total aggregate of varioloid and small pox amount to 296 cases, which is believed by the committee to be a full estimate of the whole aggregate, within the last two or three months.

The committee subjoin the following gross results as illustrative of the protective power of vaccination, as now generally practised in this city.

The whole number of slight cases reported is 145, severe do. 52, fatal 22. Making the proportion of slight cases to the rest as about two to one.

The persons reported as immediately exposed to the disease are 1502, of whom 64 only are known to have taken the disease, or about one in twenty-three.

Of the 22 cases which proved fatal, 18 were in persons never vaccinated, nor protected by previous small pox, being nearly six out of seven. Of the remaining four, two had

been vaccinated, and two had had the small pox, one by inoculation, and the other in the natural way.

Assuming the population of the city at 80,000 and the number of cases at 300, the proportion of inhabitants who have taken the disease is one in 266. The number of deaths which have occurred is 22, which being averaged on the foregoing population is one in 3636, and of those vaccinated only one in 40,000.

The foregoing results, added to the fact that it is now nearly half a century since small pox has spread in this city to any alarming degree, will enable the Association and the public to form some estimate of the value of the protective power of vaccination in this community.

For the Committee,

JACOB BIGELOW, Chairman.

NOTE.—In Boston, as in other large cities, small pox is present in a greater or less extent, in the course of every year. In 1837 the number of cases in this city was 110, of which 13 were fatal. In 1838 the number of deaths was 3. In the present year the whole number of deaths since last summer, is stated by the superintendent of burial grounds to be 30. A part of these were sporadic, or scattering cases, anterior to the present epidemic. These small proportional results may be usefully contrasted with the former effects of epidemic small pox in this city before the discovery of vaccination. According to Hutchinson and Thacher, the epidemic small pox of 1721, when the population of this city was 10,567, affected 6175 of the inhabitants, and carried off 890. In 1752, 7657 persons had the disease naturally or by inoculation, and 544 died, out of a population of 15,734.—At these rates, were there at this time no vaccination, the whole number of cases in the city would be *forty-two thousand*, and the number of deaths *four thousand five hundred*.

It was VOTED, That the foregoing Report be accepted, and printed in the public papers.

JACOB BIGELOW, Chairman.

JAMES B. GREGGSON, Secretary.

Semi-centennial anniversary of the Adoption of the Constitution.—This interesting occasion is to be celebrated at Newport next June, under the direction of the General Assembly. The following resolution passed at the late session, amply provides for an appropriate celebration:

Resolved, That the Semi-Centennial Anniversary of the adoption of the Constitution of the United States by this State be celebrated by the people of this State at Newport, in June next, at the June session of this General Assembly, and on Thursday of that session;—that Richard K. Randolph, Joseph S. Bliven, Charles Jackson, Wilmarth N. Aldrich, E. R. Potter, Welcome A. Hoxie, William Rhodes, Thomas T. Hazard, Joseph M. Blake, and Alfred Bosworth, be a committee to make arrangements for said celebration: and among other things to procure some person then and there, to deliver a discourse appropriate to the occasion.

Longevity in Louisiana.—The Vermilionville Gladiator of the 23d ult. announces the death of Eleanor Lemell, at the advanced age of 105 years, in the parish of Lafayette.

Westward Ho!—A fine brig is now in Newburyport (Mass.) ready for sea, bound on a salmon voyage to the Columbia river. She is owned by Capt. J. N. Cushing, and several enterprising young men who go out in her.

Serpent in the Mississippi River.—An enormous water serpent was killed on the 2d inst. by a boatman on the Mississippi. It measured eight feet in length, was of the thickness of a man's leg, and was landed in McCracken county, Kentucky, just below the mouth of the Ohio, and taken to Wilmington. The Lexington papers call it a young sea serpent. It was of a dull brown color.

Adulterated Senna.—The Journal of Commerce contains the following letter from Honduras.

We alluded in the reports of the Warrant examined on Thursday to the indisposition of some members of Dr. Young's family; we have since heard from good authority the cause of their sudden illness. The Doctor has very lately imported some simple medicines from a wholesale Druggist in America, (New York,) among which was a quantity of Senna. On Tuesday or Wednesday last, he made an infusion of some, and administered it to four of his children. In a short time after taking it, two of them were seized with a violent retching, and the other two were thrown into strong convulsions. Doctor Young, as soon as his children were somewhat recovered, examined the Senna carefully, and detected that it had been adulterated for the purpose of fraud, by mixing it with a particular herb, possessing highly deleterious qualities. He has separated a portion of the herb which he believes to be the Coriaria Myrtifolia, a poisonous shrub with which Senna is sometimes adulterated, and intends subjecting the same to certain Chemical tests, so as to prove the intermixture of this deleterious ingredient with the Senna; when he will no doubt take proper measures to expose the party or parties in New York that has been guilty of the nefarious transaction. As the Doctor justly observed, his private misfortune is a public benefit; for had he not fortunately made the unfortunate trial of the medicine in his own family, he might have given the abominable stuff to several of his patients, and the most serious consequences ensued. We are happy to add that his children are now recovering from the effects of the poisonous mixture.—*Belize Adv.*

Mild Winter.—The St. Lawrence between Quebec and Montreal was still freely navigated by steamers as late as Friday last. The great complaint on land was bad roads for want of snow! We learn there are 100,000 barrels of flour on the route to this city on the canal west of Schenectady.—*N. Y. Star.*

Pork.—Nothing yet doing in Pork, that we can hear of. On this *seventh* day of December, last year, no less than *sixty-five thousand hogs* had been slaughtered and packed; this year, on this day, *five thousand* have not yet passed through Mr. Coleman's hands, into that of the packers.—And the few that have been packed, has been on commission for the drovers.

If our Banks do not loan out their post notes too freely, hogs will not command, this winter, over \$3 per hundred, net.—*Cincinnati Republican.*

There seems to be no end to the mineral wealth of Missouri. New mines of great richness are discovered in rapid succession. The county of Miller, contains, it is said, stores of minerals that exceed in value even those of Galena. Persons employed in digging in that tract of country, are making their fortunes rapidly. Large numbers of speculators and labourers were repairing to the newly discovered mineral region. Extensive quantities of the land, says the Missouri Jeffersonian, have been taken up; and the period cannot be far off, when there will not remain one foot of government land in the territory, which heretofore has been considered entirely worthless on account of the poverty of the soil.—*N. O. Bulletin.*

The Russian Minister has published an ukase allowing the free exportation of wheat flour and biscuit made of it for seven years, and offering a premium on these exports of 30 silver copecs for a barrel of between five and six puds (200 to 240 lbs.) for the first four years; 20 for the fifth year, 15 for the sixth, and 10 for the seventh year from the date of the ukase.

The ship Echo, Crowell, arrived at N. Orleans on Saturday, 20th ult. from New York, making the passage to the Balize in the remarkable short period of nine and a half days.

Grasshoppers at Sea.—The New Orleans Courier says: We are told that the master of a vessel lately arrived in this city, has in his possession grasshoppers that fell on his vessel six hundred miles from land in the Atlantic Ocean. They are probably the locusts of the east, whose appearance is considered one of the greatest calamities by the people of that section of the globe, destroying wherever they alight every vegetable substance that falls in their way.

From the Boston Mercantile Journal.

Specie in the Banks of Massachusetts.

The following tables contain the ratio of the specie to the bills in circulation, and to the sum of the circulation and deposits, in the Boston banks, in the banks out of Boston, and in all the Banks of Massachusetts, together with the number of Banks in the several years, and the average ratio in different periods, from 1803 to 1838, prepared from official returns. They present a favourable view of the banks in this state during the last thirty-six years, in respect to the ratio of specie to the immediate liabilities.

It will be perceived that the specie in the Boston banks is comparatively larger than in the country banks; but it should be borne in mind that the latter, for a number of years, have generally had a deposit of specie in one of the banks in Boston, for the redemption of their bills, while at their own counters, specie to any great amount is seldom called for. There are only three years, viz. 1825, 1826, and 1828, in which the proportion of the specie to the circulation, has been more favourable in the country, than in the Boston banks.

SUMMARY.

	Banks in Boston.		Banks out of Boston.		Banks in the state.	
	Av. ratio of specie to circulation.	No. of B'ks.	Av. ratio of specie to circulation.	No. of B'ks.	Av. ratio of specie to circulation.	No. of B'ks.
10 years from 1803 to 1812, -	3	1 to 0.81	111	1-2	1 to 1.30	14
10 years from 1813 to 1822, -	6	9-5	1 to 0.68	19	1 to 1.76	25
10 years from 1823 to 1832, -	15	4-5	1 to 4.14	41	1 to 5.89	57
6 years from 1833 to 1838, -	29	1 to 3.33	50	1-5	1 to 15.43	112
36 years from 1803 to 1838, -	11	9-9	1 to 1.75	38	1 to 4.28	45

Date.	Banks in Boston.		Banks out of Boston.		Banks in the state.	
	No. of B'ks.	Ratio of specie to circulation.	No. of B'ks.	Ratio of specie to circulation.	No. of B'ks.	Ratio of specie to circulation.
1803	2	1 to 1.27	5	1 to 1.64	7	1 to 1.44
1804	3	1 to 1.28	10	1 to 1.94	13	1 to 1.73
1805	3	1 to 0.76	13	1 to 2.49	16	1 to 1.83
1806	3	1 to 0.77	12	1 to 2.30	15	1 to 1.68
1807	3	1 to 1.07	13	1 to 2.53	16	1 to 2.07
1808	3	1 to 0.41	13	1 to 2.02	16	1 to 1.02
1809	3	1 to 1.61	13	1 to 1.62	16	1 to 1.62
1810	3	1 to 1.29	12	1 to 1.84	15	1 to 1.55
1811	3	1 to 1.27	12	1 to 1.90	15	1 to 1.55
1812	4	1 to 0.87	12	1 to 1.35	16	1 to 0.58
1813	4	1 to 0.30	12	1 to 0.66	16	1 to 0.37
1814	6	1 to 0.31	15	1 to 0.79	21	1 to 0.42
1815	6	1 to 0.69	19	1 to 0.96	25	1 to 0.79
1816	6	1 to 1.27	19	1 to 2.23	25	1 to 1.69
1817	6	1 to 1.18	20	1 to 2.33	26	1 to 1.70
1818	7	1 to 1.91	20	1 to 2.88	27	1 to 2.18
1819	7	1 to 1.44	21	1 to 3.04	28	1 to 2.05
1820	7	1 to 1.48	21	1 to 2.73	28	1 to 2.04
1821	7	1 to 0.58	21	1 to 2.18	28	1 to 0.68
1822	10	1 to 2.75	23	1 to 3.77	33	1 to 3.31
1823	10	1 to 2.68	24	1 to 3.35	34	1 to 3.02
1824	12	1 to 1.64	25	1 to 2.49	37	1 to 1.98
1825	14	1 to 7.02	27	1 to 4.35	41	1 to 5.76
1826	15	1 to 5.35	40	1 to 4.18	55	1 to 4.83
1827	15	1 to 4.11	45	1 to 5.22	60	1 to 4.54
1828	16	1 to 6.79	45	1 to 6.17	61	1 to 6.36
1829	17	1 to 3.13	49	1 to 8.24	66	1 to 4.81
1830	17	1 to 2.38	46	1 to 8.48	63	1 to 4.07
1831	20	1 to 5.99	50	1 to 12.50	70	1 to 8.41
1832	22	1 to 5.13	61	1 to 13.21	83	1 to 7.89
1833	25	1 to 4.30	77	1 to 18.44	102	1 to 8.55
1834	26	1 to 3.34	77	1 to 16.60	103	1 to 6.50
1835	28	1 to 3.68	77	1 to 21.97	105	1 to 8.29
1836	33	1 to 3.68	84	1 to 22.18	117	1 to 7.48
1837	34	1 to 3.88	95	1 to 15.17	129	1 to 6.76
1838	28	1 to 2.00	92	1 to 8.53	120	1 to 3.92

Date.	Banks in Boston.		Banks out of Boston.		Banks in the state.	
	No. of B'ks.	Ratio of specie to circulation and deposits.	No. of B'ks.	Ratio of specie to circulation and deposits.	No. of B'ks.	Ratio of specie to circulation and deposits.
1803	2	1 to 3.37	5	1 to 2.30	7	1 to 2.85
1804	3	1 to 3.36	10	1 to 2.44	13	1 to 2.88
1805	3	1 to 2.81	13	1 to 3.17	16	1 to 3.03
1806	3	1 to 4.82	12	1 to 3.69	15	1 to 3.80
1807	3	1 to 6.80	13	1 to 3.37	16	1 to 4.47
1808	3	1 to 3.60	13	1 to 3.40	16	1 to 3.53
1809	3	1 to 5.50	13	1 to 3.43	16	1 to 4.44
1810	3	1 to 3.73	12	1 to 3.00	15	1 to 3.38
1811	3	1 to 4.71	12	1 to 2.68	15	1 to 3.79
1812	4	1 to 1.81	12	1 to 2.08	16	1 to 1.97
1813	4	1 to 1.49	12	1 to 1.85	16	1 to 1.57
1814	6	1 to 1.66	15	1 to 2.03	21	1 to 1.74
1815	6	1 to 2.07	19	1 to 1.75	25	1 to 1.96
1816	6	1 to 3.46	19	1 to 3.26	25	1 to 3.38
1817	6	1 to 4.09	20	1 to 3.30	26	1 to 3.81
1818	7	1 to 5.78	20	1 to 4.00	27	1 to 4.94
1819	7	1 to 4.22	21	1 to 4.16	28	1 to 4.20
1820	7	1 to 4.77	21	1 to 3.91	28	1 to 4.52
1821	7	1 to 2.58	21	1 to 3.20	28	1 to 3.10
1822	10	1 to 8.79	23	1 to 4.99	33	1 to 6.72
1823	10	1 to 7.55	24	1 to 4.61	34	1 to 6.04
1824	12	1 to 5.54	25	1 to 3.50	37	1 to 4.68
1825	14	1 to 10.53	27	1 to 6.15	41	1 to 8.29
1826	15	1 to 7.59	40	1 to 5.86	55	1 to 6.82
1827	15	1 to 6.18	45	1 to 7.20	60	1 to 6.58
1828	16	1 to 8.59	45	1 to 8.00	61	1 to 8.34
1829	17	1 to 5.58	49	1 to 11.05	66	1 to 7.88
1830	17	1 to 4.79	46	1 to 12.13	63	1 to 6.91
1831	20	1 to 10.80	50	1 to 17.24	70	1 to 13.19
1832	22	1 to 8.07	61	1 to 17.14	83	1 to 11.15
1833	25	1 to 8.09	77	1 to 23.16	102	1 to 12.57
1834	26	1 to 7.52	77	1 to 21.01	103	1 to 10.82
1835	28	1 to 9.54	77	1 to 24.13	105	1 to 13.06
1836	33	1 to 9.86	84	1 to 27.65	117	1 to 13.52
1837	34	1 to 9.68	95	1 to 20.08	129	1 to 12.34
1838	28	1 to 4.96	92	1 to 11.53	120	1 to 6.90

SUMMARY.

	Banks in the state.		Banks out of Boston.		Banks in Boston.	
	Av. ratio of specie to circulation & deposits.	Av. No. of B'ts.	Av. ratio of specie to circulation & deposits.	Av. No. of B'ts.	Av. ratio of specie to circulation & deposits.	Av. No. of B'ts.
10 years from 1803 to 1812, -	1 to 2.83	14	1 to 2.83	14	1 to 2.83	14
10 years from 1813 to 1822, -	1 to 2.83	25	1 to 2.83	25	1 to 2.83	25
10 years from 1823 to 1832, -	1 to 8.07	57	1 to 8.07	57	1 to 8.07	57
6 years from 1833 to 1836, -	1 to 10.94	31	1 to 10.94	31	1 to 10.94	31
38 years from 1803 to 1836, -	1 to 4.89	78	1 to 4.89	78	1 to 4.89	78

The following table exhibits at one view the average specie to the circulation, and to the circulation and deposits, in all the banks in Massachusetts, and all the banks in the United States, nearest to January 1, following the years in the first column, as the condition of these last is made up from the most recent returns on the first of January.

Banks in Massachusetts.			Banks in the United States.		
Year.	Ratio of specie to circulation.	Ratio of specie to circulation and deposits.	Jan. 1.	Ratio of specie to circulation.	Ratio of specie to circulation and deposits.
1810	1 to 1.55	1 to 3.38	1811	1 to 1.82	
1814	1 to 0.42	1 to 1.74	1815	1 to 2.67	
1815	1 to 0.79	1 to 1.96	1816	1 to 3.57	
1819	1 to 2.05	1 to 4.20	1820	1 to 2.26	1 to 4.07
1829	1 to 4.81	1 to 7.38	1830	1 to 2.77	1 to 5.28
1834	1 to 6.59	1 to 10.82	1835	1 to 2.35	1 to 4.25
1835	1 to 8.29	1 to 13.06	1836	1 to 3.50	1 to 6.38
1836	1 to 7.48	1 to 13.52	1837	1 to 3.67	1 to 7.29
1837	1 to 6.76	1 to 12.34	1838	1 to 3.28	1 to 6.06
1838	1 to 3.92	1 to 6.90			

On the 7th of May, 1838, the specie to the circulation, in all the banks in the United states, was as \$1 to 3.08, and to the circulation and deposits as \$1 to 5.80.

The following was the ratio of the specie in the Bank of England, according to the quarterly returns in March, June, September and December, (the ratio in 1838 embracing only the first three quarters.)

	To circulation.	To circulation and deposits.
In 1810	1 to 6.73	1 to 10.73
In 1814	1 to 12.50	1 to 19.26
In 1815	1 to 9.86	1 to 14.80
In 1819	1 to 6.43	1 to 8.09
In 1829	1 to 2.89	1 to 4.21
In 1834	1 to 2.30	1 to 4.04
In 1835	1 to 2.21	1 to 4.66
In 1836	1 to 2.79	1 to 5.02
In 1827	1 to 3.13	1 to 5.07
In 1838	1 to 1.95	1 to 3.04

For the five years from 1834 to 1838, inclusive, the average ratio of the specie has been,

In the Boston Banks.	In the country Banks.	In all the Banks of Massachusetts.
To circulation.	To circulation.	To circulation.
1 to 3.21	1 to 7.97	1 to 15.01
1 to 18.86	1 to 6.21	1 to 10.74

For the five years from December 1833, to September, 1838, inclusive, according to the quarterly returns in March, June, September and December, the average ratio of the specie of the Bank of England has been,

To circulation.	To circulation and deposits.
1 to 2.46	1 to 4.23

From which it appears that the ratio of the specie to the circulation in the Bank of England has been 30 per cent. more favourable than in the Boston banks, 510 per cent. more so than in the country banks, and 152 per cent. more so than in all the banks of Massachusetts, and that the average ratio of its specie to the circulation and deposits has been 88 per cent. more favourable than in the Boston banks, 345 per cent. more so than in the country banks, and 153 per cent. more so than in all the banks in Massachusetts.

It should be recollected that London is truly the metropolis of the commercial world, and as such we may suppose that the liabilities of its great moneyed organ to demands for specie, are in greater proportion than its superior ratio of bullion over the bullion in Massachusetts.

Shipwreck and most noble conduct.—During the very violent gale on Wednesday, the 4th inst. the schooner Congress, which has been chartered by the Stonington and New York Steamboat Company for a light boat, and moored for that purpose near Latimer's rocks, in Fisher's Island Sound, parted both her cables. The two men on board of her endeavoured to make sail—when her canvass was blown to ribbons—with her rudder gone and nothing to steady her, she was rolling gunwale under—when the men cut away her masts to keep her from foundering. In this condition she was discovered from the shore by Captain John Darrow, of Waterford, who immediately, with four others, repaired to his smack, two miles distant, and made sail for the wreck, which was fast driving toward Gull Island. The smack ran down to her, and discovered two men swinging their hats and crying for help—hauled down sail and threw a line by which a cable was drawn aboard, and sent a boat alongside, although the sea and wind were very high—made sail on the wind, and after parting the cable twice, finally succeeded in towing her into Black Point Bay.—*New London Gazette.*

Submarine Rocket.—Mr. Taylor, in Boston, has been engaged for several weeks past in exhibiting a series of successful experiments of submarine explosion. The Daily Advertiser alludes to one of these, on Friday, as follows:—

There was some delay in bringing the vessel to be blown up, into its proper position—it having been removed in consequence of the storm of the preceding day, and run aground. In the meantime a man encased in Mr. Taylor's armour, was let down from a vessel, off the end of India wharf, who walked about on the bottom of the channel ten or fifteen minutes, in presence of a great number of people, assembled on the wharves, and on board vessels, until the spectators called on him to come up. Mr. Taylor then gave the signal, and the man throwing off his weights bounded at once to the top of the water, and he was then taken up, and released him from his armour.

An old vessel being then moored in the channel, the explosive preparation was adjusted beneath it, and by means of the fuze was discharged, and the vessel was blown into atoms. Both parts of the experiment were entirely successful.

The following interesting document appears in the Albany Argus of the 27th ult., which has been sent to us with the article marked for insertion. The writer has bestowed great labour upon it; and has introduced much statistical matter in support of the views he has taken. At the present moment such an inquiry becomes extremely interesting, and the subject merits investigation.

Our Foreign Debt—Its Cause and Consequences.

No one can have forgotten the sensation created by the publication, under the authority of Mr. Flagg, the late Comptroller of this state, of a statement of the debts contracted and authorized to be contracted by those States of the Union which have resorted to the expedient of raising money by issuing bonds and stocks, on a pledge of the faith and credit of the state for the payment of the principal at a future day, generally some twenty years from the time of issuing the stocks or bonds.*

The amount of stock authorized to be created by eighteen states, in each period of five years, from 1820 to 1838, was as follows, viz:

From 1820 to 1825	-	-	-	\$12,790,728
" 1825 to 1830	-	-	-	13,679,689
" 1830 to 1835	-	-	-	40,002,769
" 1835 to 1838 (say 3½ years)	-	-	-	108,223,808

\$174,696,994

It appears from the statement that the debts were authorized to be created for the following objects, viz:

For Banking,	-	-	-	\$52,640,000
For canals,	-	-	-	60,201,551
For railroads,	-	-	-	42,871,084
For Turnpikes and McAdam roads,	-	-	-	6,618,958
For miscellaneous objects,	-	-	-	8,474,684

\$170,806,277

This statement embraces the stocks authorized to be issued up to and including the legislation by the States in 1837-'38. As the legislatures of the States meet annually, it is supposed to be the practice of each, as it is of the State of New York, to make annual appropriations, or in other words, to authorize annual issues of stock, corresponding to annual wants for expenditure; and that, as state stocks did not become unsaleable in foreign markets until the summer of 1839, after the appropriations for that year had been made by the States, it is consequently fair to assume that the stocks authorized to be issued by the legislation of 1838, had been negotiated at home or abroad before the summer of 1839, when the glut in the foreign market took place.

If to the above amount be added the bonds and post-notes, issued by the Bank of the United States, and by trust, canal and loan companies, and cities, but which can only be estimated, it would probably make a grand total of *two hundred millions of dollars*, and this is the conclusion to which Mr. Flagg arrives.

Reflecting upon this enormous amount of state and corporate indebtedness, incurred mainly within the last eight years, it suggested itself that during the memorable era of speculation embraced by that period, when the artificial "credit system" was inflated to its utmost tension throughout the Union, when individual and corporate credit stood so high at home, and state and corporate credit stood so high abroad, when the "unregulated spirit of speculation" required so much aliment and promised such extravagant returns from investments, that most of the stocks and bonds alluded to had gone abroad, and that if they had, their proceeds would appear upon the custom-house books, which in that event should show a somewhat corresponding excess of imports from, over exports to, foreign countries. An examination of the imports and exports as shown by the reports of the Secretary of the Treasury, from the year 1820 to 1838 inclusive, and, for the purpose of comparison, forming two periods, the first ending with 1830, and the second with 1838, furnishing the following results:

Year.	Imports.	Exports.	Excess of imports.	Excess of exports.
1820	\$56,441,971	\$51,683,640	\$4,758,331	
1821	41,283,236	43,671,894		\$2,388,658
1822	60,955,339	49,874,079	11,081,260	
1823	50,025,595	47,155,408	2,870,187	
1824	55,211,850	50,649,500	4,562,350	
1825	63,759,432	66,944,745		3,185,313
1826	64,434,865	53,055,710	7,379,155	
1827	56,080,932	58,921,691		2,840,759
1828	66,914,807	50,669,669	16,245,138	
1829	57,834,049	55,700,193	2,133,856	
1830	56,509,441	59,462,029		2,952,588
	625,451,517	587,788,558	49,039,277	11,367,318

11,367,318
37,662,959

1831	83,162,608	61,277,057	21,885,551	
1832	76,989,793	63,137,470	13,852,323	
1833	88,295,586	70,317,698	17,977,888	
1834	103,208,531	81,024,162	22,184,369	
1835	129,391,257	101,189,082	28,202,175	
1836	168,233,675	106,916,680	61,316,995	
1837	119,134,155	95,564,414	23,569,841	
1838	101,364,609	96,033,821	5,330,788	

\$869,780,304 \$675,460,384 \$194,319,920

This statement shows that from 1820 to 1830 eleven years,

The imports were	-	-	\$625,451,517
And the exports	-	-	587,788,558

Excess of imports in 11 years, - - - \$37,662,959
or an average of only *three millions four hundred thousand dollars* per year.

It also shows that from 1831 to 1838, eight years,	
The imports were	\$869,780,304
And the exports were	675,460,384

Excess of imports in eight years, - - - \$194,319,920
or an average of more than *TWENTY-FOUR MILLIONS* per year!

Assuming that the excess of \$37,662,959 for the eleven years was a healthy balance, and that it covered a fair profit on the exports for the same period invested in return cargoes, then a corresponding balance for the succeeding eight years, covering a profit on the exports for that period would be about \$43,210,000. This sum deducted from the actual excess for the eight years leaves the sum of \$151,100,000, as the excess of imports over and above the fair returns from the exports of the same period. If it be unfair, as in consequence of the issues of State stock before 1830 it may be, to allow more than \$20,000,000 as the fair balance for the eleven years and say, \$25,000,000 for the eight years, then the excess of imports for the eighteen years, beyond the fair returns for the exports would be increased to the sum of \$196,000,000, or, say to \$200,000,000. This then, and mainly during the last eight years, may be considered the difference between the money and foreign goods imported, and the money and domestic products exported—a difference *against* this country, and *in favor* of foreign nations. And how, it may be asked, has this country in comparatively so short a period of time, been able to run up such an enormous foreign debt?—That the naked credit of our merchants, high as it has hitherto stood, is not sufficient, is obvious; and even if it were, it would be contrary to the established laws which regulate commercial intercourse between nations to suffer so large a balance, the aggregation of so many years, to go unliquidated upon a mere mercantile security. Who then has gone security for the people of the Union, and enabled them to run on so long without coming to a settlement? The States themselves, the independent sovereignties of the confederacy, by means of bonds and certificates of stock signed by the governors or other proper officers, and under the seals of the several

*See this statement on page 36-37.

States, promising in the name of the people to pay the holder thereof at some future period, ten, fifteen or twenty years from this, the principal, with interest quarterly at the rate of 5 and 6 per cent. per annum—these obligations, mortgages in effect upon the property of every citizen of the States which have issued them, of from 150 to \$200,000,000, centred mainly upon the little Island of Great Britain, scarcely larger than the State of New York, and which, in effect bring the continent of North America in bondage to her, are the means by which we have been brought into our present condition.

Here then, was corroboration of the conjecture that the stocks ascertained by Mr. Flagg to have been authorized by the several States had been issued and had to a great extent gone abroad, where they now represent a debt, instalments of which in a few years are to be annually becoming due, and the payment of which and the annual interest of some TEN or TWELVE MILLIONS, are at once, and for a long time to come, to task the energies, and weigh heavily on the industry of our country.

The foregoing tabular statement shows that from 1820 to 1830, years of heavy excesses of importations were followed, sooner or later, by excesses of exports, thus equalizing the exchanges between us and foreign nations. The history of the times shows that the large excesses of imports in 1822 and 1828 were caused by precedent unusual expansions of the credit system, throughout the Union. The same statement shows that from 1831 to 1838, at an average rate of \$24,000,000 per year, the balance is constantly against us—it is for the whole period on one side of the account—a continual "excess of imports." A new element had entered into our commerce. State stocks began to be profusely issued—they were remitted abroad by our bankers and anxiously sought for as investments by foreign capitalists, and their proceeds, in the form of merchandise from foreign workshops, or gold and silver coin from foreign capitalists, continued up to September of the present year to swell our "excess of imports."

An interesting and important element of the operations from 1821 to 1838, is furnished by the following tabular statement of the exports and imports of Gold and Silver coin, separate from other articles:

Year.	Total imports.	Total exports.	Excess of imports.	Excess of exports.
1821	8,064,890	10,478,059		\$2,413,169
1822	3,360,846	10,810,180		7,440,334
1823	5,097,896	6,372,987		1,275,091
1824	8,379,835	7,014,552	1,365,283	
1825	6,150,765	8,797,055		2,646,290
1826	6,880,966	4,098,678	2,782,288	
1827	8,151,130	8,014,880	136,250	
1828	7,489,741	8,243,476		753,735
1829	7,403,612	4,924,020	2,479,592	
1830	8,155,964	2,178,773	5,977,191	
1831	7,305,945	9,014,931		1,708,986
	\$76,450,590	\$79,947,591	\$12,740,604	\$16,237,605
				12,740,604

	Excess of exports in 12 years,		
1832	5,907,504	5,656,340	251,164
1833	7,070,368	2,611,701	4,458,667
1834	17,911,632	2,076,758	15,834,874
1835	13,131,447	6,477,775	6,653,672
1836	13,400,881	4,324,336	9,076,545
1837	10,516,414	5,976,249	4,540,165
1838	17,747,117	3,608,046	14,239,071
	\$85,685,363	\$30,631,205	\$55,054,158
			excess of imports in 7 years.

The results of the transactions in gold and silver coin from 1821 to 1831, are as follows:

Exports,	\$79,947,591
Imports,	76,450,590
Excess of exports,	\$3,497,001

or an average annual excess of exports for 11 years of \$317,818.

The results from 1832 to 1838—seven years—were as follows:

Imports,	\$85,685,363
Exports,	30,631,205

Excess of imports, - - - \$55,054,158

or an average annual excess of imports for the last seven years, in gold and silver coin of nearly eight millions of dollars!

Here then we have the following results:—From 1820 to 1831, the average annual excess of imports, of all kinds, was \$3,400,000, while the average annual excess of exports of gold and silver coin, for the same period, was \$317,000.

During the period from 1832 to 1838—seven years—while the total average annual excess of imports of all kinds, was about \$24,000,000; the average annual excess of imports of gold and silver coin was nearly \$8,000,000; or in other words, the annual average excess of imports of merchandise for the seven years, was \$16,000,000; and the annual average excess of imports of gold and silver coin for the same period, was \$8,000,000; making together the aggregate annual excess of \$24,000,000. Here we have, in comparison with the period from 1820 to 1830, an unnatural and unprecedented excess in the imports of merchandise alone of, say \$10,000,000 per year more than, in an ordinary and wholesome state of things, the country could well bear, and at the same time, we have an additional unnatural and unprecedented excess in the imports of gold and silver coin, of \$8,000,000 per year, more. This view of the case is best presented in the following tabular statement. The first column gives the whole excess of imports for 7 years; the second column, that portion of it which is coin, and the third column, that portion, being the residue, which is merchandise.

	Whole excess.	Coin.	Merchandise.
1832	\$13,852,323	\$ 251,164	\$13,601,159
1833	17,977,868	4,458,667	13,519,221
1834	22,184,359	15,834,874	6,349,485
1835	28,202,175	6,653,672	21,548,503
1836	61,316,995	9,076,545	52,240,450
1837	23,569,841	4,540,165	19,029,676
1838	5,330,788	14,239,070	

	172,434,369	55,051,157	126,288,494
Deduct deficit of merchandise in 1838,			8,908,282

Excess of Merchandise,	-	-	117,380,212
Add excess of coin,	-	-	55,054,157

Equal to whole excess for seven years, 172,434,369

Thus it will be seen that in 1838, though, exclusive of coin, there was an excess of exports over imports of \$8,908,282, still as there was an excess of the imports of coin over the exports of coin of \$14,239,070 there was a nett excess of imports of \$5,330,788. According to the natural and unembarrassed laws of trade the country was in debt at the close of 1837, from 150 to \$170,000,000, and still we witness in the following year, not a stimulated production sent abroad to relieve the country from a portion of its indebtedness, or at least to pay the interest on it, not a drain of a portion of the specie of which we had already accumulated so much, to do the same office, but a still further accumulation of specie and of consequent indebtedness.

We have thus seen from unquestionable facts and figures, the actual unnatural condition of the country in reference to foreign nations: And now for a glance at the causes of this condition, and of its effects, past, present, and prospective, upon the currency and industry of the country.

We have seen in the tabular statement of imports and exports first above given, that, for the eleven years preceding 1831, occasional large excesses of imports were, either mediately or immediately, followed by excesses of exports to regulate the exchanges, so that at the close of that period there appears to be an "excess of imports" of \$37,662,950.

This, or a large portion of this excess it is admitted is not

inconsistent with *square accounts* between this country and foreign nations.

We have also seen that for the succeeding period of eight years, the balances, to the average amount of \$24,000,000 annually are, without any change, constantly against this country, and showing at the close of that period, and independent of the balance of the former period, an aggregate excess of imports of \$194,319,920. This excess, or a large portion of this excess, is utterly inconsistent with *square accounts* between this and foreign nations, as is the existence of a debt of that amount utterly at variance with the laws which regulate commercial intercourse between nations, all the world over. A mere *commercial* debt of one quarter that amount due to foreign nations could not exist without utterly prostrating our merchants and banks, and with them the whole artificial credit system. Nothing short of the fair and untainted credit of the sovereign states of the Union is of potency sufficient to produce and sustain such an unnatural and portentous state of things. And it is in that quarter that we are to look for the explanation of the difficulty.

From 1820 to 1830 the amount of stocks issued by the states was about \$26,000,000, and it is fair to assume that a portion of the "excess of imports" at the close of that period was represented by state stocks which had gone abroad. But it was not until after 1830 that the flood-gates of state legislation were opened and stocks poured out in their great profusion. From 1830 to 1838 the sum of \$148,000,000 in stocks was issued or authorized to be issued by the states, and it was in this period that our imports exceeded our exports in the sum of \$194,000,000. Here then is the wonder-working agent, the new and powerful element in the exchanges which has eluded the public scrutiny until it has brought us to a most humiliating bondage to foreign nations. Our patriot fathers escaped the trifling tax upon tea by the extreme measure of rebellion against the government which imposed it, and staked their all upon the issue. The last remnant of the debt incurred in our contests with that power is but just paid off, when their sons find themselves in as grievous a state of bondage as their fathers were threatened with, paying an *annual tribute* of from 10 to \$12,000,000 to the very power whose dominion and exactions their fathers so boldly repudiated and so successfully freed themselves from.

Do we not find in this new feature of the credit system a mighty engine, capable of controlling and setting at naught all the wholesome laws which ought to regulate our commercial intercourse with the rest of the world, and, as it were by stealth, against our best interests, leading us blindly into an enormous foreign debt? And if it has had power to do this, may we not trace to the operation of its silent but fearful energies the hitherto inexplicable throes and convulsions of the great credit system in this country during the last ten years, to account for which so much has been written, and spoken, and forgotten, and about which there are at this moment such conflicting opinions?

The condition of all the banks of the Union at three several periods as ascertained and reported to Congress by the Secretary of the Treasury, was as follows:—

	<i>Loans and</i>			
	<i>Number.</i>	<i>Capital.</i>	<i>Discounts.</i>	<i>Circulation. Specie.</i>
1820	308	\$137,110,611		44,863,344 19,820,240
1830	330	145,192,268	200,451,214	61,323,896 22,114,917
1837	634	290,772,091	525,115,702	149,185,890 37,915,340

Here we see that, with an increase of only twenty-two banks from 1820 to 1830, ten years, and a corresponding increase of capital and circulation, we have an increase in the next seven years of THREE HUNDRED! with a corresponding increase in discounts and circulation—all have doubled in seven years. We have seen that at the close of 1830, our accounts were about *square* with foreign nations, and that beginning with 1831 commenced a career of importations, the excesses of which over the exports, were, upon an average for eight years, more than \$24,000,000 *per annum*, of which annual excess \$16,000,000 was merchandise and \$8,000,000 was specie. Independent of the

gold and silver coin, which of course was borrowed, we were incurring during eight years an average annual debt of at least \$10,000,000, for merchandise alone. This in a wholesome state of things would have thrown the exchanges against us, and would have regulated itself by a drain of specie: but what do we witness? Instead of a drain of specie, a diminution of discounts and a contraction of circulation on the part of the banks of the Union, we have a spectacle such as probably never was witnessed in any other country, and which certainly has no parallel in our own—an *annual* average accession from abroad, in specie, of \$8,000,000, an average increase in the banks of the Union of *fifty* per annum, a corresponding increase of discounts and circulation, and the letting loose of that "unregulated spirit," which, up to the discrediting of our stocks abroad, seems for several years to have possessed every citizen of the republic. Does it require any extraordinary sagacity to see that these results have been produced, and alone produced by the powerful agency of the *credits*, the *stocks* of the Sovereign States of the Union? General Jackson, Nicholas Biddle, specie circulars, or government banks, are, of themselves, alike powerless to "regulate" or control events brought about by such potent agents. State Legislatures at home by refusing to *issue*, or foreign capitalists by refusing to *buy*, can alone put a stop to a career which has been fruitful of so much mischief, and which threatens the infliction of so much more.

It may not be amiss in this connexion, to allude to the fact that the U. S. Bank, and subsequently the Pennsylvania U. S. Bank, in consequence of their great credit abroad, and the latter institution more directly and efficiently through its agent Mr. Jaudon planted in London for the *express purpose*, have been the chief channels through which the state stocks have been poured into the London market.

The sales of public lands since 1820 have been as follows:

1820	\$ 424,962	1831	\$3,557,023
1821	1,169,224	1832	3,115,376
1822	1,023,267	1833	4,972,284
1823	850,136	1834	6,099,981
1824	953,799	1835	16,999,804
1825	1,205,068	1836	25,167,833
1826	1,128,617	1837	7,007,523
1827	1,818,105		
1828	1,221,357		65,917,824
1829	1,572,863		13,300,826
1830	2,433,432		79,218,650
	13,300,826		

The average annual sales are

From 1820 to 1830, only	1,209,166
From 1831 to 1837,	11,316,950!

Under the stimulus given to the whole banking and credit systems by the unnatural and forced importations of specie from abroad in exchange for state stocks, and the communication of that stimulus to the prices of all kinds of property, look at the fearful and accelerated velocity with which the "public domain was exchanged for credits on the books of banks"—in as many years running up to 3, 5, 6, 15, and \$25,000,000. So abundant was the specie, that in 1837 after the issue of the famous "circular," and all the banks in the Union had suspended specie payments, the receipts for lands were, in *coin*, over \$7,000,000.

The exports and imports of wheat and flour from 1821 to 1838 were as follows:

	<i>Bbls. Flour</i>	<i>Bushels Wheat</i>	<i>Bushels Wheat</i>
	<i>exported.</i>	<i>exported.</i>	<i>imported.</i>
1821	1,056,119	25,862	
1822	827,865	4,418	
1823	756,702	4,272	
1824	996,792	20,373	
1825	813,906	17,960	
1826	857,820	45,166	
1827	865,491	22,182	
1828	860,809	8,906	
1829	837,385	4,007	

	<i>Bbls. Flour exported.</i>	<i>Bushels Wheat exported.</i>	<i>Bushels Wheat imported.</i>
1830	1,225,881	44,289	
1831	1,806,529	408,910	620
	10,905,299	607,295	
1832	864,919	88,304	1,168
1833	955,768	32,221	1,600
1834	835,352	36,948	1,225
1835	779,396	47,762	238,769
1836	565,400	2,062	583,898
1837	318,719	17,303	3,921,259
1838	448,161	6,291	894,526
	4,707,715	230,891	5,642,455

The average annual exports of flour and wheat are as follows:

From 1821 to 1831 equal to	1,002,432 bbls.
" 1832 to 1838 " "	517,911 do.!

In getting the average for the latter period the imports have been deducted from the exports. Commencing with 1831 not content with running in debt abroad for *luxuries*; at the rate of some \$16,000,000 per annum, we began, for the first time in our history, to import our bread-stuffs—the *necessaries* of life; until in 1837 our imports of grain were double our exports, and this at the very moment too, when with arable lands enough to supply Europe with bread-stuffs, our citizens were eagerly taking up the government lands at an average rate for seven years of \$11,000,000 per annum.

Upon a review of the whole matter, it cannot fail to strike an impartial observer that the radical cause of most if not of all the phenomena of the last eight years, connected with the currency, and which upon any other hypothesis are utterly inexplicable, is to be found in the issue of stocks on the credit of the states. Whether the policy of the states in entering upon such a career is founded in folly or wisdom, is not now the question. That is a matter to be settled by those who are to be directly affected by such a course. It is only in view of its general and disturbing influence upon the foreign and internal monetary concerns of the Union, breaking in upon the hitherto immutable laws of trade, setting at naught the calculations of our most prudent and sagacious financiers and merchants, and throwing out of gear the whole machinery of commerce and finance, that the matter has been looked at.

It may be objected that the figures furnished by the custom-house books are not reliable premises for such important deductions. The writer can only say that they furnish the *only data* on the subject, and that though they only *approximate* to accuracy, it is fair to assume that during a period of eighteen years, they are as correct for the last eight as for the first eleven, and that a comparison of the latter with the former cannot do injustice.

One view presented by the discredit of our stocks abroad, is a very important one for the country: The actual natural balance of trade having been for several years against us, and a drain of specie having only been prevented by the avidity with which foreign capitalists have taken up our state stocks, what is to be the effect of such discredit?—The interest upon our foreign debt, as it has gradually increased to 150 or \$200,000,000 has been paid by new issues of state stocks—now that the foreign market is glutted, the foreign holder wants *specie*. What is to be the effect of this drain each quarter or half year, and equal to from 8 to \$10,000,000 per annum? We must submit to it, or there must be a great diminution of our imports and increase of our exports.

Whether owing to monetary difficulties in England and on the continent, or to a distrust on the part of the foreign capitalist of the honesty of the states, or of their ability to pay the interest and principal of the debts they are so extensively and eagerly incurring, state stocks are at this moment a drug in the foreign market. At this crisis the question arises, is it for the permanent interest of the states to

resuscitate their prostrate credit abroad, and thereby be enabled to plunge again into a new issue of stocks, and re-enact the scenes of the last eight years? And if so, how is it to be done? Shall it be done by the lapse of time, by a long course of patient enduring industry and economy, winning back the confidence we have lost by our extravagance and folly; or by calling upon a government, that of the Union, out of debt, with an untarnished credit, to endorse or assume the stocks of the states, and thereby give them currency in the foreign market. This latter project is the course prescribed by the British house of Barings, Brothers & Co., Bankers, brokers, &c., Threadneedle-street, London, and is contained in a circular letter which is extensively quoted and endorsed by the papers in this country which advocate the scheme. The first is the course dictated by honesty and a regard to the permanent interests of the country; the latter is the temporary expedient of foreign state stock brokers, the only effect of which would be to postpone for a time, but greatly to increase and aggravate the burden which must eventually come upon the country.

If the writer has been able to communicate the convictions of his own mind and the ground thereof, he thinks he has established the following positions.

1st. That at the close of 1830, so far as can be learned from the official statement of our exports and imports, we are about *square* with foreign nations:—

2d. That at the close of 1838 we were in debt from 150 to \$200,000,000 to foreign nations:—

3d. That of such indebtedness, more than \$50,000,000 was for gold and silver coin imported in the last eight years:—

4th. That as a mere commercial credit is inadequate to the support of a foreign debt of more than from 20 to \$30,000,000, such indebtedness for all the specie, and for most of the merchandise, is represented abroad by stocks of the several states issued to raise money to establish banks and to make internal improvement, and of which \$170,000,000 was issued and authorized to be issued in the last eight years.

5th. That as our bank capital, bank discounts, and bank circulation, more than doubled from 1830 to 1837 when, according to the laws of trade, specie should have flowed from the country to pay for importations for which our own surplus productions were not an equivalent, and when consequently our bank discounts and circulation should rather have contracted,—that this effect is to be referred to the same cause as that which brought \$55,000,000 of coin into the country when the balance of trade was against it,—to wit, state stocks.

6th. That owing to the above enumerated causes, having their origin in state stocks, when we believed ourselves at the height of prosperity as a people, but when in fact we were more in debt than ever before, when the whole Union, as it were, were "trading on borrowed capital," and when men, women and children were clothed with goods obtained from foreign workshops, on the credit of the states! agriculture itself seems to have participated in the inebriation of the times, and we relapsed from a *bread selling* to a *bread buying* people.

7th. That as the interest upon our foreign debt of from 8 to \$10,000,000 annually, which has been heretofore paid, by new issues of state stocks, must, now that stocks are not taken, be paid in another medium, there must be a permanent quarterly drain of specie from the country, or there must be a very considerable diminution of our imports, and increase of our exports.

A.

The number of deaths at Charleston by the fever this year was 134—104 of these were male adults, 14 female adults, 15 children, and 1 negro.

Dividend.—The Delaware and Hudson Canal Company have declared a dividend of 3½ per cent. on the capital stock, payable on the 21st inst.

Britain Cooper, Esq. has been elected President of the Western Bank, Geo. M. Troutman, Esq. was elected Cashier, in the place of M. E. Israel.

COMMERCE OF THE DISTRICT OF COLUMBIA FROM 1801 to 1838.

Year.	EXPORTS.			Imports.	Duties on foreign merchandise imported.	Draw'ts paid on foreign merchandise expd.	Registered tonnage.
	Domestic.	Foreign.	Total.				
1801	.. . . .	.. . . .	894,467	.. . . .	102,762	4,923	.. . . .
1802	.. . . .	.. . . .	774,063	.. . . .	141,161	5,056	.. . . .
1803	1,412,056	32,938	1,444,994	.. . . .	150,288	3,042	.. . . .
1804	1,157,895	294,303	1,452,198	.. . . .	167,975	33,600	9,915 43
1805	1,135,350	184,865	1,320,215	.. . . .	147,761	23,799	8,512 81
1806	1,041,760	154,386	1,246,146	.. . . .	158,762	17,024	7,797 93
1807	1,363,352	83,026	1,446,378	.. . . .	145,706	16,828	8,643 87
1808	281,936	3,381	285,317	.. . . .	24,719	1,077	6,556 49
1809	581,650	21,765	703,415	.. . . .	68,949	6,148	7,482 41
1810	984,463	53,640	1,038,103	.. . . .	59,091	6,017	9,416 26
1811	2,060,331	2,930	2,063,251	.. . . .	47,696	223	7,811 37
1812	1,593,413	12,996	1,606,409	.. . . .	84,376	4,920	9,608 63
1813	1,387,493	.. . . .	1,387,493	.. . . .	5,149	1,953	8,397 54
1814	2,500	.. . . .	2,500	.. . . .	.. . . .	.. . . .	6,199 36
1815	1,965,626	.. . . .	1,965,626	.. . . .	483,050	2,624	11,280 23
1816	1,555,572	125,239	1,680,811	.. . . .	501,503	26,993	7,743 94
1817	1,689,102	79,556	1,768,658	.. . . .	207,557	31,152	9,543 78
1818	1,264,734	138,717	1,403,451	.. . . .	146,377	9,669	8,267 61
1819	990,936	415	991,351	.. . . .	149,156	1,448	7,789 34
1820	1,156,468	48,447	1,204,915	.. . . .	132,844	5,698	11,051 36
1821	848,609	49,494	898,103	398,984	108,333	8,286	8,493 38
1822	1,031,475	11,955	1,043,430	470,613	108,796	10,345	8,148 32
1823	779,502	21,793	801,295	275,083	80,187	7,219	6,236 73
1824	696,853	25,552	722,405	379,958	87,026	2,059	6,369 46
1825	749,159	9,208	758,367	277,297	73,428	8,523	6,443 12
1826	620,391	3,840	624,231	269,630	74,397	2,711	7,459 90
1827	1,182,142	.. . . .	1,182,142	827,623	78,429	6,164	7,283 69
1828	705,581	1,862	707,443	181,665	62,066	7,852	8,382 09
1829	914,285	13,812	928,097	205,921	83,224	4,134	5,954 22
1830	746,591	7,382	753,973	168,550	49,310	664	6,222 92
1831	1,207,517	13,458	1,220,975	193,555	55,231	2,684	6,072 23
1832	1,146,066	8,408	1,154,474	188,047	32,624	2,699	6,856 94
1833	981,366	21,450	1,002,816	150,046	38,546	1,158	6,289 64
1834	806,902	13,492	820,394	196,254	28,508	.. . . .	7,837 68
1835	514,571	3,068	517,639	111,195	28,712	.. . . .	8,376 49*
1836	323,692	3,182	326,874	111,419	43,722	.. . . .	6,810 54*
1837	467,766	1,443	469,209	102,225	.. . . .	.. . . .	4,985 10*
1838	366,760	6,353	373,111	122,748	.. . . .	.. . . .	6,610 51*

* Ending 30th September.

From the Boston Mercantile Journal.

Tremendous Gale.

The Storm.—A north-east snow storm commenced yesterday morning about three o'clock—which continued throughout the day, occasionally relapsing into rain. In the course of yesterday, the wind blew with great fury from the eastward—and last evening for several hours it increased to a hurricane, blowing with more violence than it has done for years. The gale continued throughout the night—but abated after midnight. It is feared that this long and violent gale has caused many disasters on the coast. Most of the vessels in the stream dragged their anchors—and much damage was done to the shipping, lying at the wharves—a few of the particulars of which we give below:

Schooner *Harwich*, lying at anchor in the stream, dragged against ship *Columbiana* of Lombard's line of New Orleans packets, moored at Lewis's wharf, carried away mainmast, stove staunchions, bulwarks, &c. The *Columbiana* had her cutwater knocked off, was badly chafed, and had her anchor torn away. Schooner *Clarinda*, of this port, and a lighter sloop lying at the same wharf, sunk alongside. Ship *Proponis*, of this port, from Cadiz, lying at Sergeant's wharf, broke adrift, tore out her timber heads and drove up the dock, where she remained safe.

At Granite wharf, ship *Forum*, of this port, parted her moorings, and drove up the dock: she stove in her stern, had her foretopmast carried away, and sustained other damage. Ship *Sterling*, of this port, also broke adrift, and was very much chafed by falling across the dock. Brig *Banian*, of this port, from Matanzas, dragged from the stream, brought up between Granite wharf and the T. wharf, and received considerable damage from contact with the vessels at the wharves, which were by no means benefited by the intercourse.

At the southern wharves the gale also did much damage. At India wharf, the principal damage was caused by the barque *Creole*, which drove out of the stream, and came in contact with the brig *Adelaide*, which lost her bowsprit, and was severely chafed. The *Adelaide* dragged against the Hamburg brig *Erdwina*, and somewhat damaged her sides, chain-plates, &c. A lighter schooner was sunk at Central wharf, by some other vessel's bowsprit driving into her stern. At Arch wharf, the bowsprit of a schooner was forced into one of the stores.

It was fortunately neap tides—nevertheless, the water rose above some of the wharves, and a considerable quantity of lumber was washed away, and large quantities of boards were blown from the piles in the lumber yards. Haverhill street, just this side Warren bridge, was this morning covered with the boards which were blown from the adjoining lumber

wharf. Several chimneys were blown down, and out buildings demolished—but we have heard of no loss of life.

The damage done to trees, fences, barns, and other buildings, in this vicinity is very great.

The Salem Register speaks of this storm as follows:

Storm.—A storm of wind, snow, and rain, commenced a few hours after midnight, on Saturday, and continued increasing in violence through yesterday. During the day at intervals, the wind blew with tremendous force from the eastward, and the rain fell in torrents. The ship Sumatra from the Vineyard, anchored in our harbour about noon, and had all her light sails set until seven yesterday morning, when she first felt the gale. She was spoken outside by the pilot, who could not board her on account of the tremendous sea, and ran in, following the course of the boat under his direction. The Sumatra left the Vineyard on Friday, in company with the whale ship Izette and brig Deborah, of and for this port, and saw them both in the bay last Saturday night, but neither arrived yesterday, and they probably made for a harbour somewhere. The shipping on the coast, we fear has suffered much, especially vessels in our bay, which were exposed to the full fury of the elements.

We copy from Topliff's Merchants' Exchange Books the following additional particulars of the destruction by this storm:

Schooner Hesperus, of Gardiner, from Pittston, at anchor in the stream, parted her chain, drove against ship William Badger at the north side of Rowe's, parted her fasts, and both drove up, across the deck, lowest side to the sea; the schooner carried away bowsprit, stove her bow in port. The ship had her side badly chafed, and the end of her jib-boom stove in the upper window of the four-story brick store on Rowe's wharf.

Brig Adelaide, for Trinidad, lying outside of the ship Argo, at the end of India wharves, carried away her bowsprit, &c.

Hamburg brig Erdwina, for Baltimore, at the end of India wharf, has chafed all her sheathing off, fore and aft, split several planks, and stove a hole in her side, carried away chains fore and aft, jib-boom and main-boom, and tore up considerable of the wharf.

Brig Gertrude, from Mansanilla, drove up the dock between Central and India wharfs, stove part of her stern, and carried away bowsprit.

Sloop Star, in the same dock, filled and sunk.

Fears are entertained for the safety of ship Martha Washington, for Mobile, and brig Cambrian, for Trinidad, which sailed on Saturday. Pilots who came up in the night inform us that they had not returned, and that it would be impossible for them to weather the Cape. The Swedish brig Preiosa—which sailed early in the morning, they inform us—may have got round the Cape.

Brig Ajax, at Foster's wharf, carried away bowsprit.

At Carleton's wharf, brig Cyprus was considerably chafed—schooner Clorinda lost her foremast and bowsprit—filled and sunk.

Schooner Thomas, from Portland, dragged her anchors in the stream, drove against Union wharf, and started several planks in her larboard quarter.

Brig Bantan, from Matanzas, dragged her anchors in the stream, drove in by the T. to Eastern Packet Pier wharf, both anchors ahead, stove boat, store-houses, &c. Many other disasters occurred in the harbour, which we cannot now specify.

The Schooner Susan, Nichols, from Philadelphia, for Boston, cargo coal, went ashore yesterday, at 4 o'clock, P. M., on the S. W. side of Nahant, is a total loss—the sea and the crew were drowned, the captain and one man saved.

We also learn that a schooner was driven ashore at Nahant, two men drowned, and two got ashore nearly exhausted.

Disasters at Cape Ann.—We have conversed with a gentleman who left Gloucester this morning from whom we learn that the destruction of life and property in that vicinity has been very great. At the commencement of the storm, a great many coasters entered the harbour, and were, the most of them, compelled to anchor at the entrance. About twenty of these coasting vessels were driven ashore, of which 16

went to pieces, and many of the individuals, probably a fourth part, were drowned.

Our informant saw 17 dead bodies lying on the beach.—Among them was the body of a woman, found lashed to the windlass bitts of a Castine schooner; two of the crew of the vessel was also lost. One of the vessels on the beach was the Splendid of S—, loaded with lumber—also the Mary and Eliza of Belfast. The scenes which occurred during the violent gale yesterday were truly heart-rending. The vessels which drifted ashore lay within 30 yards of terra firma, between which and them dashed the formidable waves, breaking with great fury, insomuch that assistance by means of boats could not be rendered. Some were washed ashore and escaped with life—and others on rafts, or by ropes, reached the shore much exhausted. Eighteen or twenty sail of vessels, by cutting their masts, rode out the gale.

At Sandy Bay, yesterday, a schooner, name unknown, loaded with flour, struck on a reef, while entering the harbour, and went to pieces. It is thought that all on board were drowned.

As a great many vessels went to sea on Friday and Saturday from the various ports in this vicinity, many of which were bound to ports along the coast, it is feared that the disasters have been numerous. The accounts from Cape Cod are looked for with much anxiety.

A letter from Gloucester, Mass., gives the following particulars of the disasters in that harbour:

"About sixty sail of vessels were in the outer harbour when the gale commenced, of which twenty-one were driven ashore, viz: Schr. Sarah, of Portsmouth, N. H.; Prudence and Industry, of Prospect, Me.; Splendid, of New Castle, Me.; Sally and Mary, of Bristol, Me.; Delta, of Wiscasset, crews all saved; Columbia, of Waldoboro', Capt. Kaler and his brother drowned; St. Cloud, of Prospect, a man and woman lost, names unknown; Sally, of Wiscasset, Hartley Decker and Isaac Decker lost; Milo, of Bristol, Samuel Spronl lost; Favourite, of Wiscasset, William Mann and Sally Hilton lost; three masts schr. Fame, of and for Elsworth, all saved; sloops Portland, of Brunswick, do; Eagle, of Bath, do; also, schrs. Eliza and Betty, Volant, Charlotte, Mary Gould, Boston, and Brilliant, of Mount Desert, crews mostly or wholly saved. Of the above, the Delta, of Wiscasset, is the only vessel not totally lost. Three vessels have sunk, crews probably lost. Twenty-one vessels remain in the harbour, at anchor, with their masts cut away, and seven only with masts standing. There were other wrecks in other parts of Cape Ann."

The vessel that went ashore on Nahant is said to be the schooner Catharine Nichols, Woodward, of Brunswick, not Susan, as reported in our yesterday's paper.

In Marblehead, every vessel but one went ashore—but no lives were lost.

Schooner Margaret from Bath, for Charleston, S. C., laden with lumber, went ashore on the beach south of Cohasset harbour. A brig painted black, with a white streak, rode out the gale, by cutting away her masts, inside Cohasset rocks, about a mile from Cohasset harbour.

Schooner Deposit of Belfast, laden with lumber, went ashore on Lakeman's Beach, Ipswich, and four persons were drowned. Two men and one woman were saved.

The Salem Gazette of this morning, contains some further accounts of the disasters by the late storm. At Marblehead, the schr. Minerva, Rollins, from Pittstown, Kennebunk, bound to Plymouth, with wood, hay, &c., cut away both masts and bowsprit, threw over deck load of hay, &c. but still held on, at our last accounts. Schr. Paul Jones, high and dry on the rocks, bilged. Schr. Sea Flower, with a cargo of 400 bushels of corn and 120 bbls. of flour, is on the beach, a total loss of schooner and part of the cargo.—Schr. Brilliant, loss of main boom and stern ripped down. Schooner Tasso, slightly damaged. On River Head Beach, schrs. Mary, Swazey, J. Q. Adams, Plutus, Two Brothers, Burlington, latter lost rudder; will all be got off. The stern of a small craft, has been found on River Head Beach, probably wrecked on one of the islands at the mouth of the harbour.

We hear from various quarters accidents which prove the

uncommon violence of the storm. Chimneys blown down—fences prostrated—and buildings unroofed. At the South Cove, the plank sidewalk for some hundred feet was removed to some distance entire, and deposited bottom upwards. The driving snow, so blocked up the Boston and Worcester Railroad, that the cars could not run, and we had no southern mail.

From the Boston Sentinel, of Tuesday.

A gentleman from Barnstable states that it blew hard at that place from 9 till 12 o'clock on Sunday. Afterwards the wind lulled to a moderate breeze, and shifted to S. and S. W. and so continued through the afternoon and night. Yesterday morning the wind veered to the N. but was moderate.

Schr. Frank, Wiley, from New Haven for Boston, and about 20 sail of schrs. mostly bound for Boston, several of the New York packets among them, were in Hyannis on Saturday morning.

Mr. Souther, from Cohasset, states that the schr. Margaret, of and from Bath, from Charleston, lumber loaded, is ashore one mile south of Cohasset harbour. She was tight and upright yesterday at noon. A brig was at anchor one mile from Cohasset harbor, inside the rocks, both masts gone, about 200 tons, painted black with a white streak.

Aurora Office,
CHARLESTOWN, Dec. 16, noon. }

Alarm of Fire and Disasters by the Storm of Last Night.

Amidst the raging of the storm last night, the cry of fire was raised in our streets, and the bells of the churches were rung. The alarm proceeded from the school-house, used for the children of the Alma House; but we believe very little damage was done.

Sloop of war Concord broke from her fastenings at the wharf, in the Navy Yard, and drove against the Columbus damaging both vessels.

The chimney of the new brick school-house on the hill, blew down and broke through the roof. The concussion of the air in the building burst out one of the end walls, and the wind blew out the other. The building is much injured.

The large spar shed on Water street was blown down and is a heap of ruins.

A part of J. B. Tamplin's stable was blown to pieces, and several chaises damaged.

The wheelwright's shop of Mr. Roulstone was blown over, as it was standing on posts.

A chimney in the house of Miss Bradstreet, (store of which is occupied by Mr. Arnold,) was blown down and the shed of the same house much injured.

Chimney in the new brick block, owned by Com. Hull, near Navy Yard Gate, blown into the street.

Chimney of the kitchen part of house owned by G. W. Warren, Chelsea street, was blown down. It fell upon the back store, of Mr. Ward, Grocer, which it broke entirely down.

A brick wall on Chamber street blown down.

The frame of a new house, belonging to Mr. Stone, on Bunker Hill street, blown into the cellar.

Many other chimneys were blown down in various parts of the town. Some railings, fences, scuttles and signs were also carried away by the tempest.

We learn from the various towns, that many barns, fences, chimneys, &c. have been blown down in all directions; and the storm has proved one of the severest we have had for many years.

The schr. Catharine Nichols, Woodward, from Philadelphia, with a cargo of coal for B. Thompson, of this town, went on the rocks at Nahant, at 4 o'clock yesterday afternoon, and is a total wreck. Mr. Hatch and two men lost.

The C. N. came out of Holmes's Hole with forty other vessels, mostly for Boston.

The above vessel has been erroneously reported as the Susan, Capt. Nichols.

From the Boston Atlas.

Extract from a letter dated

GLOUCESTER, Sunday, 10 o'clock, P. M.

Our oldest sea captains say they have not experienced a gale like this since 1815. Truly we have been called upon to-day to witness the most heart-rending scenes, aye, stand on shore and see the poor sailors clinging to the last fragment of their frail barks and staring death in the face.

Hundreds of our energetic and praiseworthy citizens, with undaunted courage, immediately repaired to the scene of disaster, and they have done all in their power to save the dying and drowning—and many at the peril of their lives rushed into the surf, and dragged men and women by means of ropes on shore, in an exhausted state—but alas, many were doomed to the fate of a watery grave.

Too much praise cannot be bestowed on the unbounded hospitality of our townsmen, particularly Mr. Alphonso Mason, in administering to the wants and comforts of these shipwrecked hardy sons of Neptune. To-morrow will be a sad day in gathering up the mangled bodies of the dead.

These vessels were mostly loaded with lumber, wood, butter and eggs, &c. No insurance.

The rain continues to pour its torrents, and the gale has not as yet abated any. The roar of the sea, resembling distant thunder, can be heard for miles along our rock bound shore. Most melancholy music.

From the Salem Gazette of Tuesday.

In this city, we do not appear to have had the greatest violence of the wind; but in some places it seems to have amounted to a perfect hurricane. In Gloucester, particularly, the consequences have been dreadful, and we presume unexampled. The scene at the harbour as described by an eye witness, was most distressing. Our informant, with a large number of other persons, was on the beach, all night most anxious to render assistance, but unable to do so, from the fury of the storm.

Within plain sight of them, there lay a schooner with three men lashed to the shrouds. Nothing could live, between them, and the shore, and with a full knowledge probably of this, they bore their sufferings in silence, until finally, after swaying to and fro, by the motion of the waves, they were submerged and drowned. Twenty-one vessels were driven ashore, and seventeen were dashed to pieces, in some cases, nothing larger than a plank being left. Twenty vessels, which had cut away their masts, were riding out the gale.

There must have been a great destruction of life as our informant saw five dead bodies upon the beach, among them one woman, and there must have been many more, not yet discovered. By yesterday afternoon's stage we learned that between thirty and forty were ascertained to be missing, and it was expected that many more would be ascertained when they should be able to board the dismasted vessels in the harbour, which they had not been able to do up to yesterday noon, on account of the violence of the storm, which still continued. We hear nothing from Sandy Bay, except that a part of the quarter deck of a vessel had drifted on shore, supposed to have belonged to a southern trader, as barrels of flour came ashore with her.

The vessels destroyed at Gloucester, were such as had put in for harbour the preceding day and night. It is said there was but one mast left standing. One schooner cut her cable, at 11 o'clock, on Sunday night, and succeeded in reaching one of our lower wharves. The story that she had two men washed from her deck is incorrect.

By the driver of yesterday afternoon's stage, we learn that there were several more vessels wrecked and dismasted than are mentioned above, besides three schooners, sunk, the topmast of which are out of water. The beach is strewn for a mile with the fragments of the wrecks, scarcely any of which it is said are larger than a horse could draw.

A letter received last evening from our correspondent, the editor of the Gloucester Telegraph, says:—"It is impossible to say at present precisely how many have perished, but all agree that the number cannot be less than

FIFTY. The northern shore of our harbour presents a scene that makes the very heart bleed; strewn as it is with the wrecks and cargoes of twenty or twenty-five vessels, and here and there with the lifeless and bleeding bodies of unfortunate mariners. Our whole community are in mourning, while sympathy and benevolence are actively alive to the wants of the surviving sufferers. A public meeting of our citizens is to be held this evening, to devise means for their relief.

A ship from New Orleans and the brig Deborah, of this port, the pilot is confident returned to Holmes's Hole. The Sumatra left Holmes's Hole in company with a fleet of fifty sail.

At Ipswich, the schooner Deposit from Belfast, Me. went ashore on Lakeman's Beach, at Ipswich. There were four dead bodies on board, and two men and one woman were saved alive. It was stated, yesterday afternoon, that there was a ship ashore on the same beach.

We are informed by the Vineyard pilot of the Sumatra, that he saw the Izette, at sundown anchored off the Great Rip. There was a very deep loaded black looking brig, with a figure head, that came in from sea through Sancta Head passage, and anchored near the Izette on Saturday night, and was seen by the pilot about 11 o'clock.

From the Albany Journal of Tuesday. THE NEW BANK ARRANGEMENT.

The benefits arising from the arrangements recently entered into at Auburn between the Western Banks and New York State Bank of this city are beginning to be felt. We understand that the Banks of both systems have entered into it with great unanimity, (six only having declined) and that the bills of all the Banks in this state, West of Schenectady, and North of Waterford, were sealed up on the 23d ult. by the New York State Bank and promptly redeemed 16 days thereafter. Some \$30,000 of the amount so redeemed were received from the New York Merchants in packages of from 15.00 to \$10,000.

As we understand the arrangement, the Agency Bank seals up the Bills of the Country Banks under both systems, every alternate Saturday, and they are redeemed in funds current in this city, sixteen days thereafter at an expense to the Western Banks, of the Messenger, 1-10 of one per cent. and of the City Banks of $\frac{1}{4}$ of one per cent.

With the present number closes the first volume of the Register. The Index will accompany an early number of the succeeding volume.

Upon an examination of the present volume, it is believed that a vast amount of information will be found; such as is not contained in any other work, in the same convenient form, and at so cheap a price. The aim of the Editor has been, and will continue to be, to introduce whatever may be useful for future reference relating to the history and resources of the country. And as all the permanent material documents of each state will be embraced in it, the Register must, in time, form a valuable auxiliary to the labours of the statesman, as well as the man of business.

On the all absorbing subject of banks and currency, we have taken great pains to collect, and preserve all the material facts and exhibit them in tabular and other forms.

The tables of the commerce of each state have been prepared especially for this work. We are not aware of any similar to them having before been published. The states not represented in this volume will be attended to in the next; in which we shall also furnish tabular views of the navigation and other commercial matters.

Although our whole plan has not yet been fully developed, we believe the volume sufficiently discloses what may be expected from our future course. If we have satisfied the

reasonable expectations of our numerous intelligent patrons, we shall feel extremely gratified—and trust to their friendly aid in adding to our list of subscribers. No more favourable period can exist for subscribing than the commencement of a new volume, and especially a new year; we respectfully request those who may intend to favour us with their names to do it early, as we can now furnish only a limited number of copies of the present volume.

Persons who prefer receiving the Register in volumes instead of weekly numbers, can be accommodated by making their wishes known early. Two volumes are formed during the year, each having a conveniently arranged index: Price of the work in numbers, five dollars per annum, with fifty cents per volume added for binding.

Entire sets of the Register of Pennsylvania by the same editor, can be obtained in 16 volumes, bound.

Schuylkill Bank.

This bank closed its doors on the 18th instant, in consequence of an injunction laid upon it by the Sheriff, at the instance of the Kentucky Bank, whose certificates of stock had been issued to a large amount as alluded to in the subjoined notice, apparently proceeding from the directors. As we profess to deal only in matters of fact, we now do not notice the various rumours, to which the circumstance has given rise, and which are fully set forth in the daily papers; presuming that some official statement will be laid before the public in due time, as a meeting of the stockholders is to be held on 20th January, for the purpose of considering the state of the bank, and if expedient appointing trustees to wind up its concerns. On the morning on which the bank was closed, all notes of a less denomination than one hundred dollars were exchanged for other bank notes. John Price Wetherill Esq., has been elected President. It appears by an advertisement the late Cashier has made an assignment of his property. The notes of the bank we understand are received in payment of debts due to it.

"The directors of the Schuylkill Bank announce to the public, that in consequence of the unfortunate circumstances in which the Bank suddenly finds itself placed by the unauthorized acts of the late cashier, they have found themselves compelled to suspend their payments for the present.

The Board think it proper further to state, that the acts of the late cashier above referred to, were done without the knowledge of the former President or any of the Directors of the Bank; and were, for the first time, discovered yesterday. The Directors believe that the assets of the Bank are amply sufficient to meet its circulation and deposits, and therefore caution the public against making undue sacrifices."—Dec. 17.

On Sunday morning commenced a violent north-east snow storm, which has covered our streets to the depth of six or eight inches, being the first of any account this season.

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